The War Illustrated

Vol. 1 A Permanent Picture Record of the Second Great War No. 10

The German reconnaissance 'plane that was shot down by R.A.F. fighters near Dalkeith on October 28 is being examined by British experts. The first enemy aircraft to be brought down on British soil, it finally struck a hillside and was severely damaged. The machine carried a crew of four, of whom two were killed and one wounded. It is a Heinkel bomber, but on this occasion carried no bombs. The man on the extreme right is examining ammunition carriers that fell off the machine when it crashed.

*Photo, Associated Press*

# British Cavalry in France—25 Years Ago and Today

WHAT a contrast, resulting from the mechanization of the Army, is shown in these two photographs! In that above a cavalry regiment is seen in France in the autumn of 1914, while below is a so-called "cavalry" regiment in France in October, 1939. The whole of the British cavalry has now been mechanized, the exceptions being the Household Cavalry—that is, the Life Guards and Horse Guards, who perform ceremonial duties in England—the Scots Greys, who perform similar duties in Scotland, and the 1st Dragoons. Though from the spectacular point of view the disappearance of horses is regrettable, in wartime it is a change that no animal-lover can regret, for one of the tragedies of the last war was the suffering of the horses, facing with such patient courage the terrors of the battlefield, but only too often terribly injured by gunfire under circumstances that made it impossible that they could be quickly put out of their misery.

*Photos, Imperial War Museum, and British Official: Crown Copyright*

# Allies & Neutrals Await the Nazis

From the North Sea to Switzerland, along a front of some five hundred miles, the Germans faced a formidable collection of nations—some already their enemies; others neutral—as yet.

France's North African army, which numbers nearly 200,000 men, did admirable service in the last war and is already reinforcing the French army. Above, French Colonial troops are marching towards the front.
*Photo, Pland News*

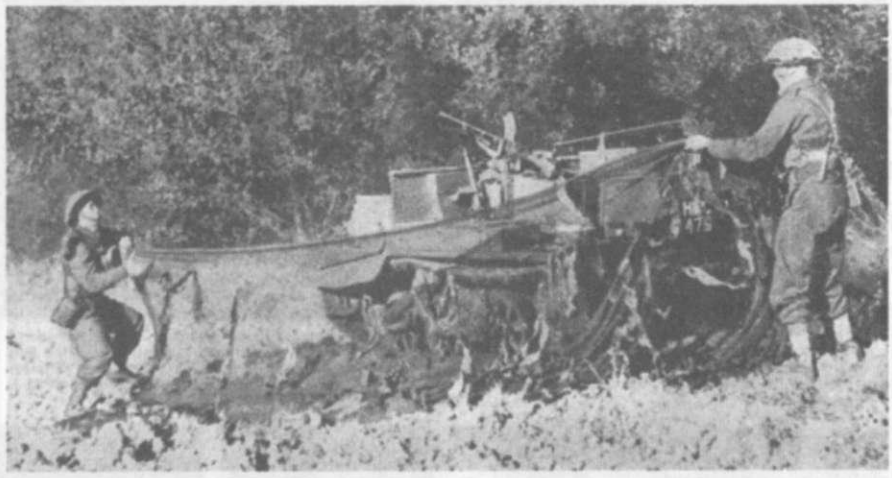
As October drew to its close General Winter took over on the Western Front. Snow appeared on the upper slopes of the Vosges and the Black Forest, and the Rhine, swollen by a month of almost continuous rain, rose three feet and overflowed its banks. The "No-man's land" between the Maginot and Siegfried Lines, already churned up by the bombardments of two months of war, was now converted into something little short of a morass, and it was generally held that the sticky soil would prove an unsurmountable obstacle to the progress of tanks and other ponderous machines of modern warfare.

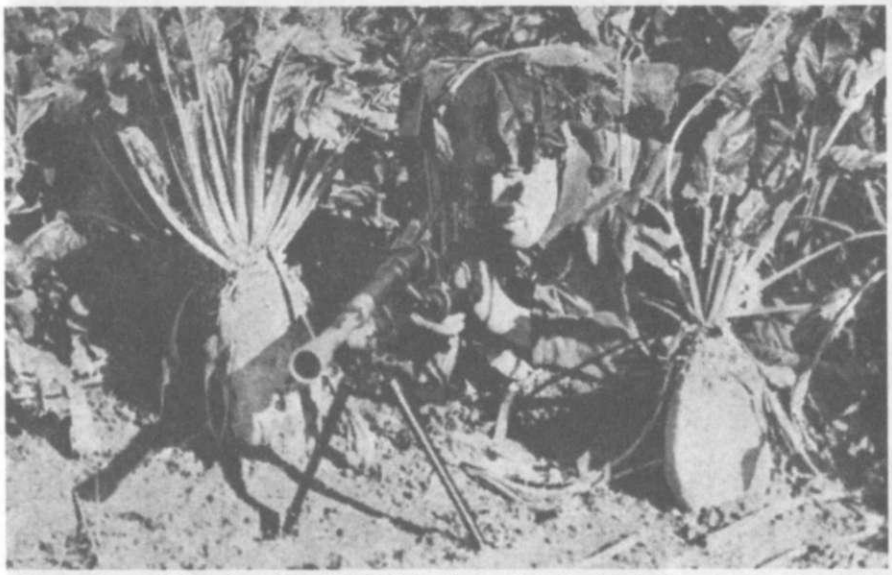
That the Germans had not yet given up the idea of an offensive on a large scale, however, was suggested by the reports of huge concentrations of men and 'planes all along the Western Front. According to a Rome authority Germany had 18 divisions along the French frontier, 12 along the Swiss frontier from Basle to Lake Constance, and between 75 and 80 divisions on the remainder of the front, including 31 divisions in the Palatinate between Saarbruecken and Karlsruhe. Estimating a German division at between 10,000 and 12,000 men, it will be seen that a total of more than a million men was now massed near the Westwall.

It was understood that the Fuehrer himself was in actual command of the German forces, and his appearance at Godesberg, exactly opposite the middle of the frontier between Germany and Belgium, gave rise to rumours that he was contemplating launching an attack against Belgium. In the light of such rumours, King Leopold of the Belgians made a fresh declaration of his country's neutrality, accompanied by the unequivocal warning that: "If we were attacked in violation of the solemn and definite undertakings that were given us in 1937 and were renewed at the outset of the present war, we would not hesitate to fight with the same conviction, but with forces ten times stronger."

An invasion of Belgium would almost certainly involve the Netherlands, as a little outlying portion of Holland lies right in what would be the line of advance from Aachen. But the Dutch, too, left no doubt that they were well prepared to meet any invasion.

Holland, indeed, might be expected to receive the attention of the Nazi war lords, faced with the necessity of selecting a favourable field of manoeuvre for their mechanized and motorized columns in the depths of winter. Part of Holland, particularly the east, is of a sandy character, which the winter frosts would render firm enough for the operation of the German armoured columns. Moreover, it might well be that the Germans would find in Holland an objective quite apart from the turning of the French flank. Amsterdam would make an excellent base for submarines operating against England, and from aerodromes situated on the Dutch coast raiders might be dispatched across the North Sea with far greater ease and safety than from the aerodromes in northern Germany.





Camouflage, which only achieved its full development on land and at sea in the later years of the last war, is now employed as a matter of course. In the centre photograph a Bren gun carrier is being "put to bed" by having camouflaged netting drawn over it. In the photograph immediately above, Nature—and the farmer—provide camouflage for a Bren gun in a sugar beet field.
*Photos, British Official ©Crown Copyright*

As the war drew on Hitler singled out Britain as the Reich's principal antagonist, and the Nazi wireless and press were filled with the most violent attacks on Britain and her rulers. Following Herr von Ribbentrop's speech at Danzig it was stated in Field-Marshal Goering's newspaper, "Essener National Zeitung," that: "The moment has come when the war which Britain wanted must shower down

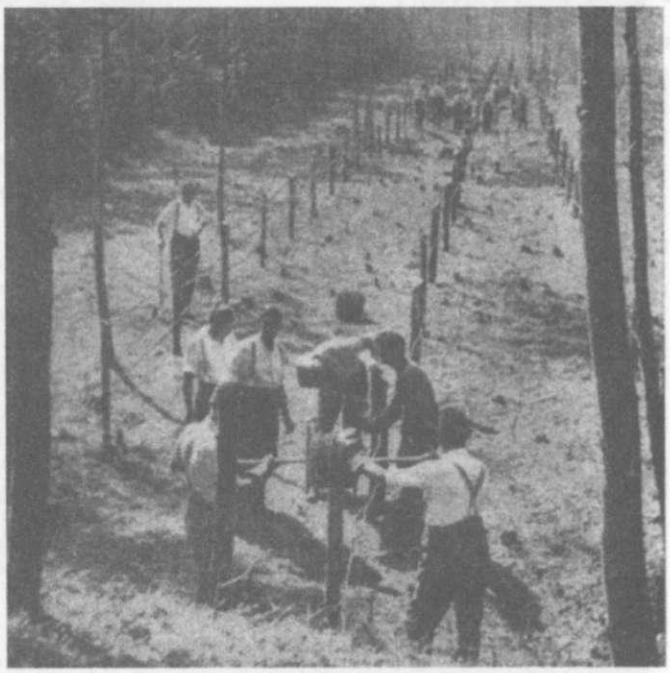
on the British Isles themselves. . . Now that the Fuehrer's outstretched hand has been rejected with insulting arrogance, weapons must speak." Coupled with the reports of great troop concentrations behind the line there were stories of the most fantastic description of the "terrible" weapons which Germany was about to launch against Britain.

The nature of these weapons was officially undisclosed, but one was believed to be the dropping of a large number of troops on the east coast by parachute! The neutral people to whom these stories were given out by the Nazi propaganda authorities were impressed—until it was pointed out that even if 300 machines carrying 20 soldiers each were employed in the invasion, and two-thirds managed to get through, the English defence forces would have to tackle the mere handful of 4,000 men, who would promptly be interned.

**Viscount Gort, right, is here seen on his way to a tour of inspection of British troops near the front line in France. Among those who follow him are Major-Gen. the Duke of Windsor and an officer of a Highland regiment which later the C.-in-C. inspected.**
*Photo, British Official: Crown Copyright*

**In the last war the British troops played football, but to most of their French Allies the game was something new. Now both Association and Rugby football have won popularity with the French and informal international matches are played behind the lines. Above, a British team has beaten a French team and gets the "Cup" in the form of a bunch of flowers.**
*Photo, Gaumont British News*

Meanwhile, on the Western Front the British Field Force, though not yet in action, was occupying a position in the front line alongside the troops of its French ally. It was reported on October 19 that some 30,000 men were actually face to face with the enemy, and far behind the lines the countryside literally bristled with British guns.



**Holland, having already made preparations to flood large areas should the Nazis attempt to violate her neutrality, has made further defences such as that seen above, where a soldier stands sentry over a concrete stronghold protected by steel railway lines against tanks and by barbed wire against infantry. Right, barbed wire defences are being erected in a forest clearing in Switzerland.** *Photos, Keystone*

# R.A.F. Rules the German Sky

Nothing can stop the R.A.F. reconnaissances and leaflet-distributing flights over Germany—neither enemy fighters nor anti-aircraft fire, neither the dark of a moonless night nor the most bitter cold.

**At a British aerodrome in France a Flight Sergeant exchanges parting words with the gunner of an R.A.F. aircraft before the machine takes off.**
*Photo, British Official, Crown Copyright*

GERMANS who had tuned in to Hamburg on the night of October 25 to hear their Foreign Minister deliver a really full-blooded attack on Britain were perturbed when Von Ribbentrop's voice was suddenly cut off. No official reason was vouchsafed for the shutting down, but later it came out that R.A.F. aeroplanes had appeared over Hamburg, Magdeburg and Berlin.

That raid which sent the Hamburg announcer to cover was but one of a series which began in the early hours of the war. Week after week, on several days in each week, the R.A.F. conducted pamphlet raids over German territory, upwards of 20,000,000 leaflets being dropped from the air. The effectiveness of this very modern method of warfare may be gauged from the fact that the severest penalties were at once enacted by the Nazi authorities against those Germans who had the hardihood to pick up, let alone read, one of the leaflets. But even if the pamphlets were not read, the spectacle of the fields littered with the white specks can hardly have encouraged the Germans in their belief in the invincibility of their air force. Any one of those bits, they might well ruefully reflect, could have been a bomb!

### Raiders Over Berlin

Even Berlin, 400 miles from the Maginot Line, behind which the nearest British aerodromes are situated, was reached on more than one occasion by 'planes of the R.A.F. The Nazi authorities at first declared that no British 'planes had been anywhere near the capital, but later they acknowledged that a flight had taken place over Berlin, although it was so harmless that the inhabitants went on sleeping quietly and peacefully during its progress. On which Sir Kingsley Wood dryly commented in his House of Commons speech: "As our airmen on their return told of the firing and the searchlights they encountered, we can only suppose that the people of Berlin sleep very soundly."

Quite apart from their value as propaganda and their influence on Nazi morale, these leaflet raids familiarized the British airmen with the German terrain, and also gave them invaluable practice in long-distance flying. They were supplemented by reconnaissance flights which were carried on by day and by night over the whole of the German line and much of its hinterland.

### Detectives of the Air

Peering down through the windows of their 'planes, the lynx-eyed observers watched for every movement, every tell-tale change in the countryside. Troops on the march, however swiftly they might take cover; guns dragged to new positions; new pill boxes erected; lines of trenches freshly dug; more acres bearing an ugly burden of barbed wire—none of these things passed unnoticed by the aerial detectives. As often as not what their eyes saw was supplemented by the record of their cameras, and soon in the headquarters of the Allied armies there was a complete photographic record of the Siegfried defences.

Pamphlet raids and reconnaissance flights, conducted very often in the teeth of furious enemy activity from the ground and in the air itself, make the most exacting demands on the airmen engaged. When it was announced, for instance, that "On October 27 R.A.F. 'planes carried out reconnaissance flights over certain areas of Southern Germany," the Air Ministry's bald announcement gave no indication of the terrible weather conditions prevailing during the reconnaissance. Later it was revealed that the crews were flying in icy conditions for most of the time, and the cold was so intense—the temperature fell to 30 deg. below zero—that some of the men, although enclosed in their cabins, were sick; others cried out in sheer pain; and all were completely numbed. Their breath froze on their goggles; ice formed on the fuselage and against the cabin windows; the control wires froze, and had to be pulled free with stiffened fingers every few minutes. The cold, said one of the pilots, seeped through metal, then through gloves and heavy clothing, until it caused the body to ache. Followed an almost overpowering desire to sleep, to give up. . . .

"In an effort to keep warm you slapped yourself and then slapped someone else. But that was no good, it only exhausted you. One thought persisted—there was a job to be done. At last it was done."

**In this map of Central Europe the shaded portions indicate the areas of Germany officially stated to have been flown over by the R.A.F. in leaflet and other raids. Wide districts of Central and Southern Germany were also visited by both British and French air forces.**

# How to Recognize German Raiders

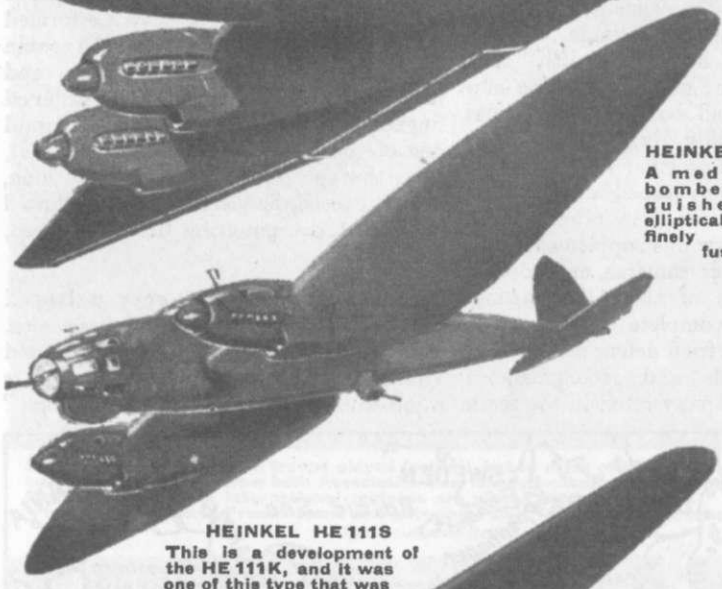
## Silhouettes of Nazi Offensive Machines

Here, in these pages, we have illustrations of the principal types of German bombing 'planes—and a couple of fighter models. With one exception they are all relative in size. Many of these warplanes have already appeared above the coasts of Britain, and more still may be recognized if further opportunities for the identification of enemy craft are afforded as the war proceeds.

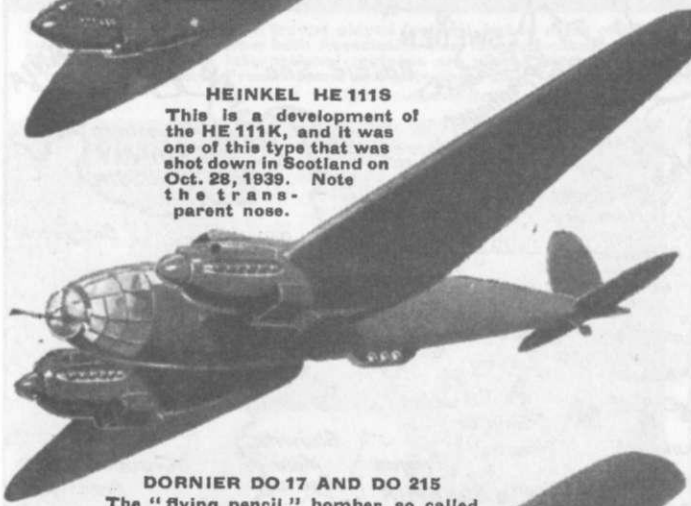
*Drawings in this and the opposite page taken by permission from "Flight"*

**JUNKERS JU 89**
**The largest of Germany's bombers, a four-engined type that could also be used for troop transport.**

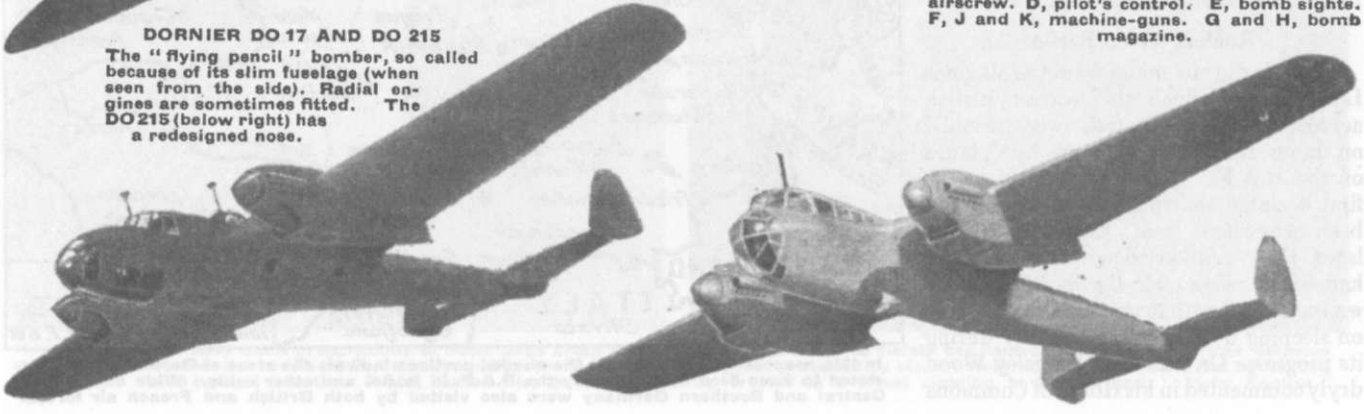
**HEINKEL HE 111K**
**A medium-sized bomber distinguished by its elliptical wings and finely streamlined fuselage.**



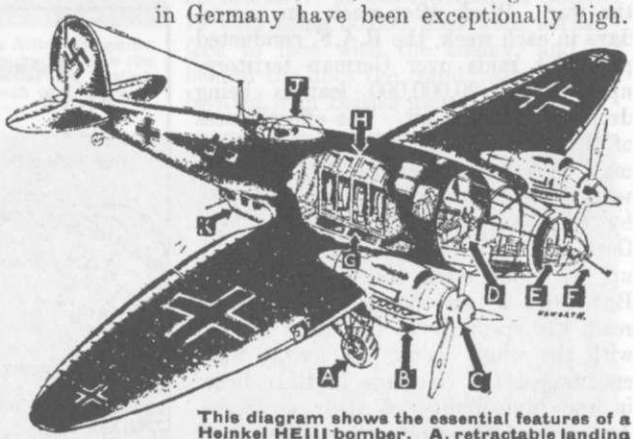
**HEINKEL HE 111S**
**This is a development of the HE 111K, and it was one of this type that was shot down in Scotland on Oct. 28, 1939. Note the transparent nose.**



**DORNIER DO 17 AND DO 215**
**The "flying pencil" bomber, so called because of its slim fuselage (when seen from the side). Radial engines are sometimes fitted. The DO 215 (below right) has a redesigned nose.**



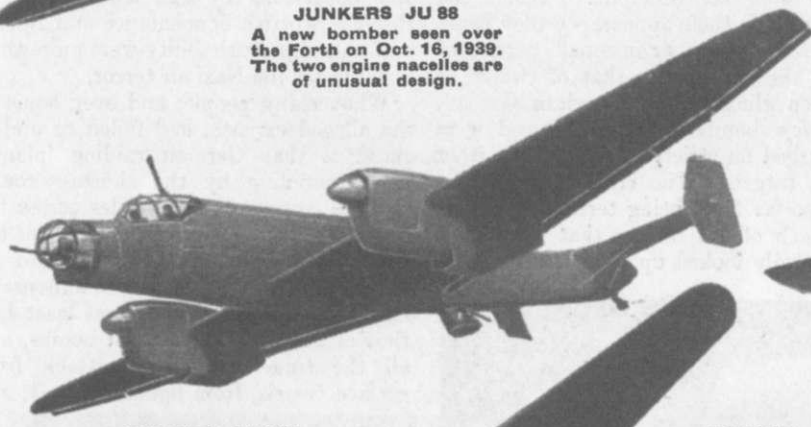
THE outstanding German aircraft in these pages are shown without detail—in silhouette as they would appear to an observer below. They are all to scale except the twin-engined Messerschmitt, on which we show the markings of the German Air Force. These indicate another method of identification, and consist of swastikas on the tail and black crosses on the wings and the fuselage. The Heinkel bomber shot down on October 28, 1939, had an extra set of large crosses on the inner portion of the wing. The German Air Force (Luftwaffe) is formidable, and the only real doubt cast on the equipment is its lasting quality. It is known, too, that training fatalities in Germany have been exceptionally high.




**This diagram shows the essential features of a Heinkel HE111 bomber. A, retractable landing gear. B, engine (1,000 h.p.). C, variable pitch airscrew. D, pilot's control. E, bomb sights. F, J and K, machine-guns. G and H, bomb magazine.**

**JUNKERS JU 88**
A new bomber seen over the Forth on Oct. 16, 1939. The two engine nacelles are of unusual design.

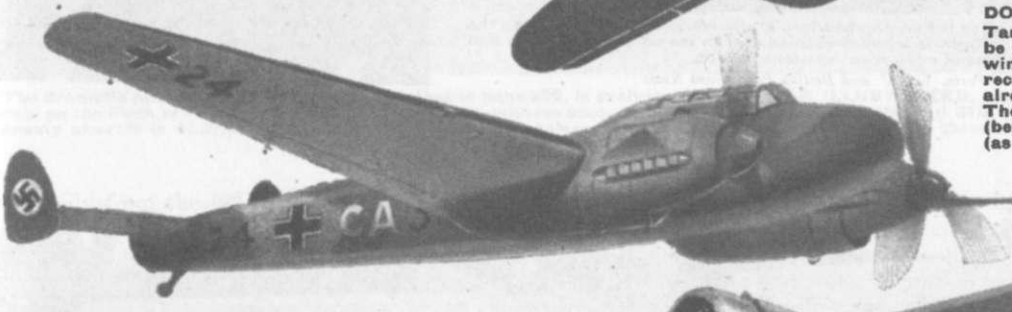
**JUNKERS JU 87**
A single-engined dive-bomber much employed in the Polish campaign. It has a distinctive "cranked" wing.



**MESSERSCHMITT ME 109**
Germany's most famed fighter. A special version holds the world's speed record. The Heinkel HE 112 (not shown) is another outstanding type in this class.

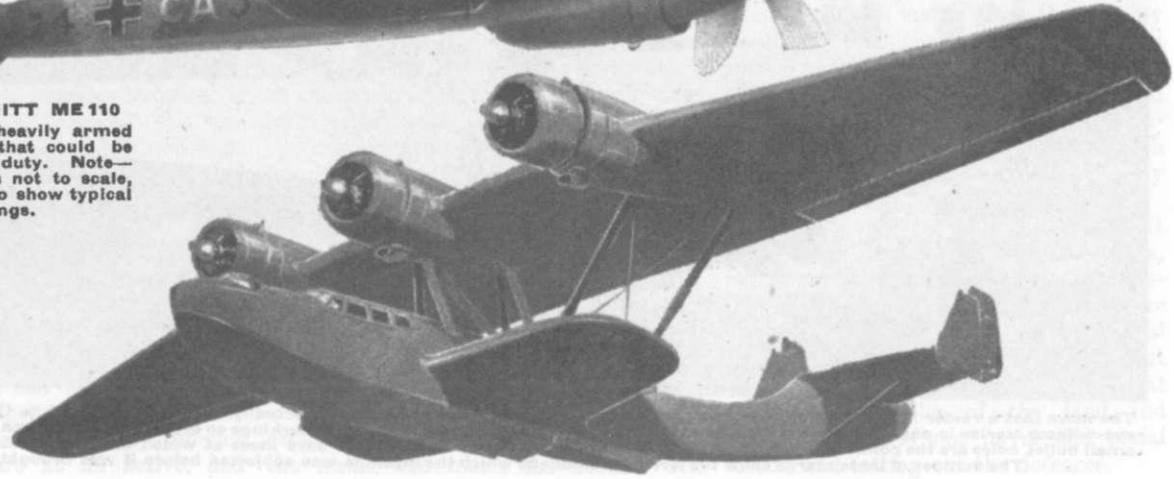
**JUNKERS JU 86K**
Bomber version of a well-known transport aircraft. May be fitted with diesel engines (as shown) or radials.

**HEINKEL HE 115**
A twin-float seaplane for torpedo-dropping, bombing, or reconnaissance. Employed in attack on convoy, Oct. 21, 1939.



**DORNIER DO 18K AND DO 24**
Tandem diesel engines (one may be seen) and sponsons ("sea-wings") characterize the DO 18K reconnaissance flying boat (above) already used over the North Sea. The larger DO 24 flying boat (below) has three radial engines (as shown) or liquid-cooled units.

**MESSERSCHMITT ME 110**
(Above) A new heavily armed fighter-bomber that could be used for escort duty. Note—This drawing is not to scale, but is included to show typical markings.



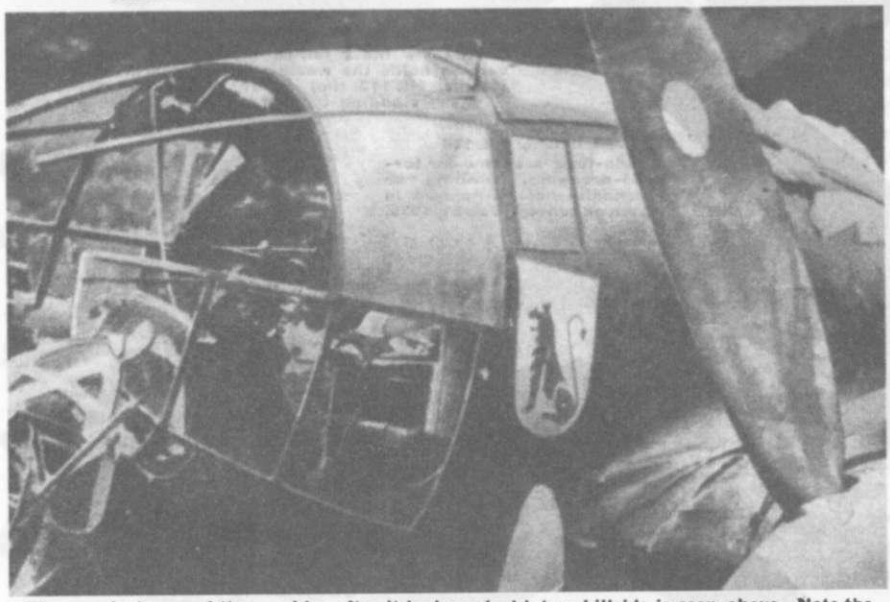
# It's Not so Easy to Bomb Britain!

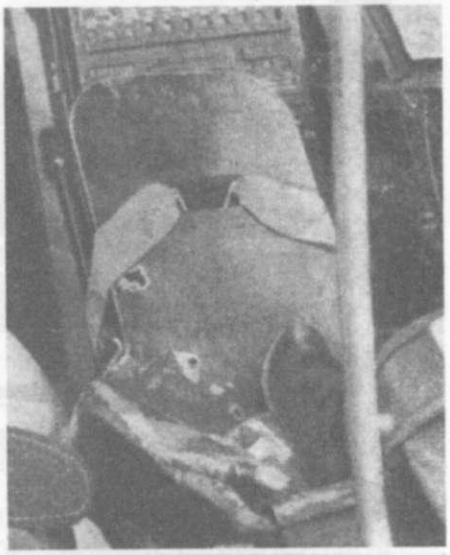
Following the opening of the air offensive against Britain, much surprise was expressed concerning the smallness of the attacking forces. The facts given below will help to explain a puzzling phase of the war.

An R.A.F. man is here examining the bullet holes in the reconnaissance 'plane brought down in Scotland on October 28, the first crash on British soil.

THE first air raids on Britain were, to put it mildly unimpressive. For years past imaginative writers had prophesied an invasion by aerial navies darkening the sky and pouring down on a terrified populace a deadly hail of gas and incendiary bombs. The reality was far different. When the raiders made their appearance they came in ones and twos or in small parties of which the largest was that of twelve or fourteen which raided Rosyth on Oct. 16. Such few bombs as they dropped were discharged on strictly military, or rather naval, targets. The civilian population were so far from being terrorized by the approach of the raiders that Edinburgh folk hardly looked up from their lunches as they heard the aerial dog-fight in progress above their heads, and those country people whom the German wireless described as—shocking indignity!—peasants seemed to be hardly more than mildly interested as they watched Nazi 'planes being pursued over their fields and house-tops by the fighters of the R.A.F. Scottish nonchalance and Northumbrian imperturbability were more than a match for the Nazi air terror.

What many people, and even some of the alleged experts, had failed to understand is that German raiding "planes, even travelling by the shortest route, have to cover some 400 miles across the North Sea before they can arrive over the coast of Scotland; in other words, a raider must fly the best part of a thousand miles non-stop, carrying for at least half that distance its full load of bombs, and all the time exposed to attack from surface vessels, from fighter aircraft, and



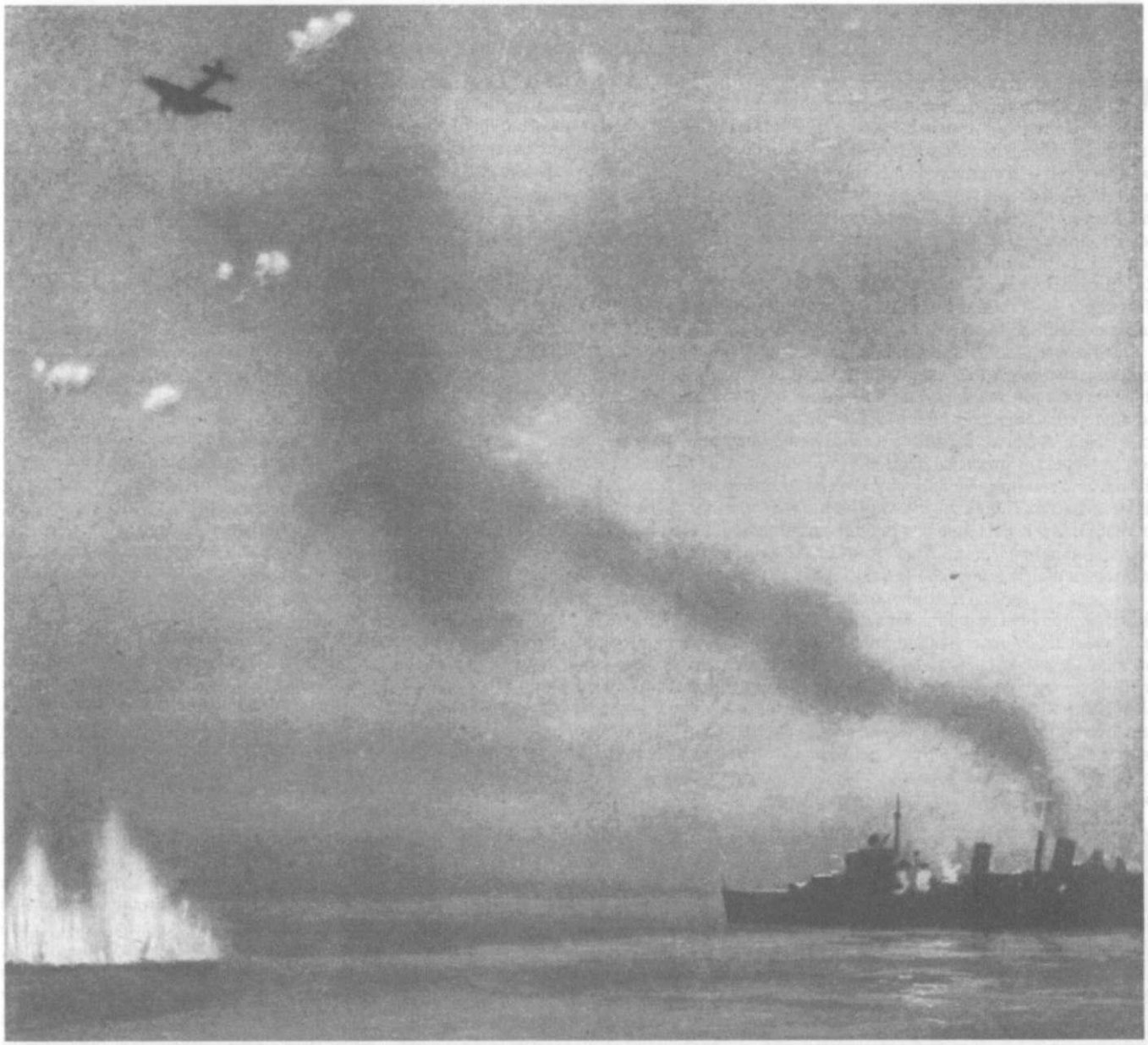


The wrecked nose of the machine after it had crashed into a hillside is seen above. Note the insignia of the squadron or pilot. Right is a bullet-riddled seat in the cabin, with boots and other articles of equipment scattered about.

*Photos, Associated Press. G.P.U. and British Paramount News*

The news that a raider had been shot down brought many spectators, some of whom had actually witnessed the fight, to the spot (see further eye-witness stories in page 315). A new feature of this machine was that it had two sets of markings on the wings, a large and a small cross. The small bullet holes are the points at which the bullets entered the machine, and the large ones those at which they came out on the other side. The number of these marks show the terrific fusillade to which the machine was subjected before it was brought down.

# First Photograph of the First Air Raid on Britain



**The dramatic photograph above, which, like that in page 299, is exclusive to THE WAR ILLUSTRATED, was taken on Oct. 16 during the first raid on the Firth of Forth (and Britain), of which eye-witness accounts are given in pages 242, 252 and 315. The ship that is bombarding the enemy aircraft is H.M.S. "Edinburgh," a 10,000 ton cruiser. On the extreme left is the spray thrown up by a bomb dropped by the aircraft which has fallen far wide of the mark.**

*Photo, Associated Press*

eventually from the land defences. The range of the attacking aeroplanes is affected by the weight of the fuel and bombs it has to carry, and it should be remembered that a long sea-crossing is full of danger to landplanes, while seaplanes, which have already been employed in a number of raids, are very much slower and much more difficult to manoeuvre.

Despite the enormous strides which have been made of recent years in the development of the military aeroplane, bomb loads exceeding 2,000 pounds are rarely carried long distances (a typical bomb of standard size might weigh 112 lb. or 500 lb.). When flying at a great height, precision-aiming is very difficult if the defences are at all active, and with dive-bombing, which is apparently favoured by the German air force, only limited accuracy is possible, and great risk is involved to the 'plane itself, which at the bottom of its dive is within short range of the guns.

Some air strategists believed in the use of a large number of bombers, maintaining that, whatever the opposition from the air or from the ground, *some* of the attackers must always penetrate the defences and reach their objectives. Against this, however, must be set the undoubted fact that one solitary machine presents the most difficult of targets for the defences.

In the first month's raids, whether the attackers came individually or in flights, the result was much the same. The R.A.F. fighters proved themselves to be more than a match for the enemy machines, and the ground and naval anti-aircraft defences, improved out of all knowledge in recent years, and equipped with ultra-modern detecting and gun-laying equipment, put up a barrage which must have been terrifying in its deadly effect.

It is only fair to state, however, that these early raids—with the exception, perhaps, of that on the Firth of Forth—were but half-hearted affairs; they were not so much attacks seriously planned and pushed home with determination, but "feelers," reconnaissances aimed at spying out the lie of the land and the disposition of our naval and aerial forces, and testing out the defences.

# Opening the Doors to America's Limitless Arsenal

The news that the U.S.A. Congress had raised the embargo on the supply of arms to the belligerents was hailed with relief by the Allies and with fury by Germany, while Soviet spokesmen charged the U.S.A. with having abandoned neutrality.

WHAT was claimed in France as the second great victory of the war—the first being the Anglo-French Pact with Turkey—was the passing of the American Neutrality Bill involving the repeal of the embargo on the export of arms. The United States Senate approved the lifting of the embargo on October 28, the House of Representatives followed suit, and on November 4 the President's signature made the Bill an Act.

In August 1935 the U.S.A. passed a temporary neutrality act which forbade the export of arms and ammunition to belligerents, and authorized the President to close American ports to belligerent vessels and to proclaim that American citizens travelling in belligerent merchant ships did so at their own risk. Renewed in 1936, this legislation was put on a more permanent footing in 1937. It is the 1937 measure which has now been modified.

Under the new Act the embargo on the sale of arms to belligerent countries is repealed; but belligerent powers purchasing goods from the United States will have to pay for them before they obtain delivery (this is the famous "cash and carry" clause), and will also have to fetch them in their own ships, as American vessels are forbidden to carry goods or passengers to the belligerent countries. Furthermore, the President is given authority to prevent Americans from travelling in ships of the belligerent countries except in accordance with rules laid down by him, and also to impose restrictions on the use of American ports by the submarines or armoured merchantmen of the belligerents.

The most important of these provisions is the first. "These embargo provisions as they exist today," said President Roosevelt in his declaration to Congress on September 20, "prevent the sale to a belligerent by an American factory of any completed implements of war. But they allow the sale of many types of uncompleted implements of war, as well as all kinds of general materials and supplies." (Thus, while a complete Curtiss Hawk or Lockheed aeroplane could not be supplied to the Allies once the war had begun, the component parts could.) Now that the Act is passed any belligerent country can buy in the United States any war stores which it has the money to pay for, and which it can take away. In theory all the warring nations are put on an equality; Germany has an equal right to buy with France or Britain. But as Britain and France control the seas, the lifting of the embargo means in effect that the Allies are enabled to enjoy that immense advantage over their enemy which their vastly superior sea-power warrants.

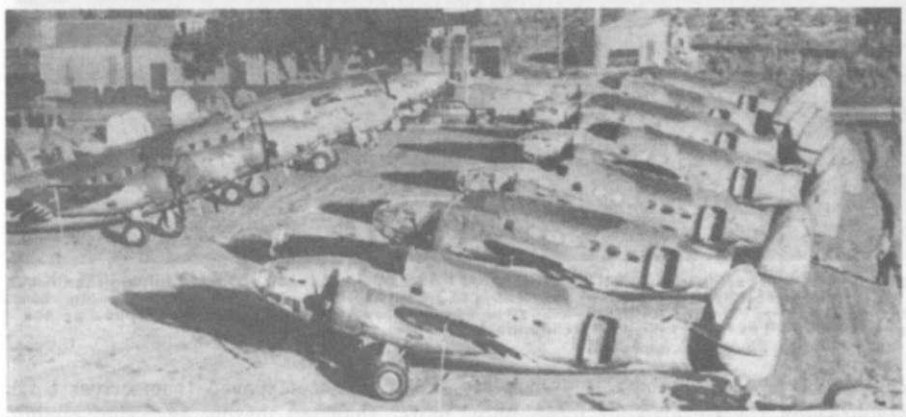
The lifting of the embargo concludes a campaign which was fought most resolutely for several weeks. Both those who under President Roosevelt's lead proposed the lifting of the embargo, and those die-hard isolationists who fought to the last to prevent its repeal, were convinced that their attitude was that which would best serve America's determination to keep out of the war.

On the one hand, it was argued that the embargo operated in favour of Germany, who, as a land power, had access to implements of war supplied by Russia, Rumania, Italy and the rest, while Britain, surrounded by water, was prevented from obtaining arms in the American market. On the other, the isolationists vehemently declared that America "could not become the arsenal for one belligerent without ultimately becoming a target for the other."

### Thousands of 'Planes

The signing of the Act meant the release of at least £44 millions' worth of warplanes and military equipment ordered in America by the Allies before the war began. It was understood that between 300 and 400 aeroplanes were already crated in American ports awaiting shipment to England and France, and that orders which had been in suspense were for 2,500 or 3,000 'planes.

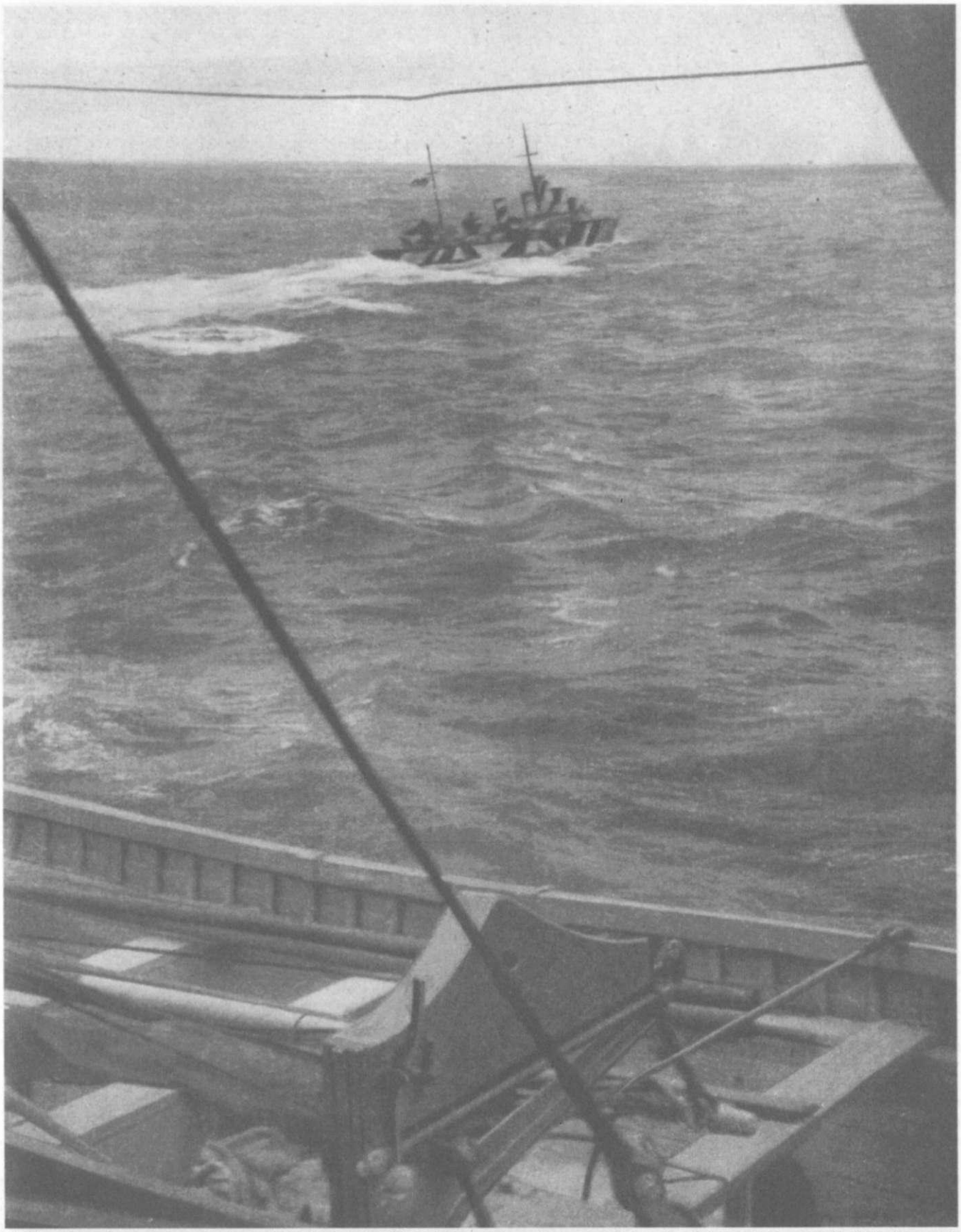
That the repeal went through in the end may be taken as further proof that the great mass of the American people are sympathetic to the cause of the Allies, although only a tiny fraction of Americans are prepared to urge that their country should actually go to war with Nazi Germany. But while it was again and again declared that the United States was neutral and had no intention of becoming involved in the war, it was the Speaker of the House of Representatives, Mr. W. Bankhead, who declared that "You cannot place an embargo on man's mind and heart. . . Thank God, we are still entitled to express our views and our preferences for the democratic liberties of France and Britain to the rule of the concentration camp and the firing squad."



**When the new Neutrality Act was passed there were already American military aircraft ready to be delivered to the Allies on the "cash-and-carry" system. In the top photograph are twelve Lockheed Hudson reconnaissance machines standing ready on the manufacturers' aerodrome in California. Aircraft of this type were supplied in quantity to the R.A.F. before the war. Boeing bombers, known as "flying fortresses," may also be ordered from the U.S.A. Below is one of these giant aircraft in the works.**

*Photos, Planet News and Mondiale*

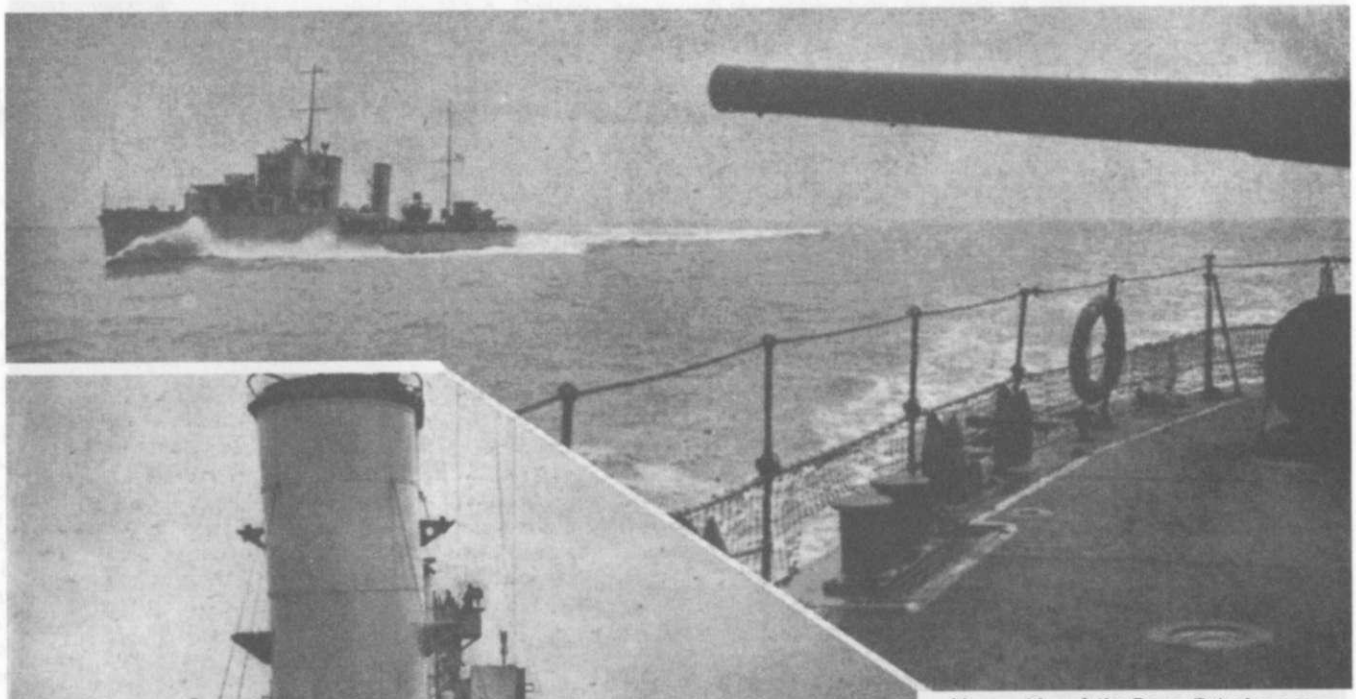
# One More U-Boat Has Dived to Its Doom



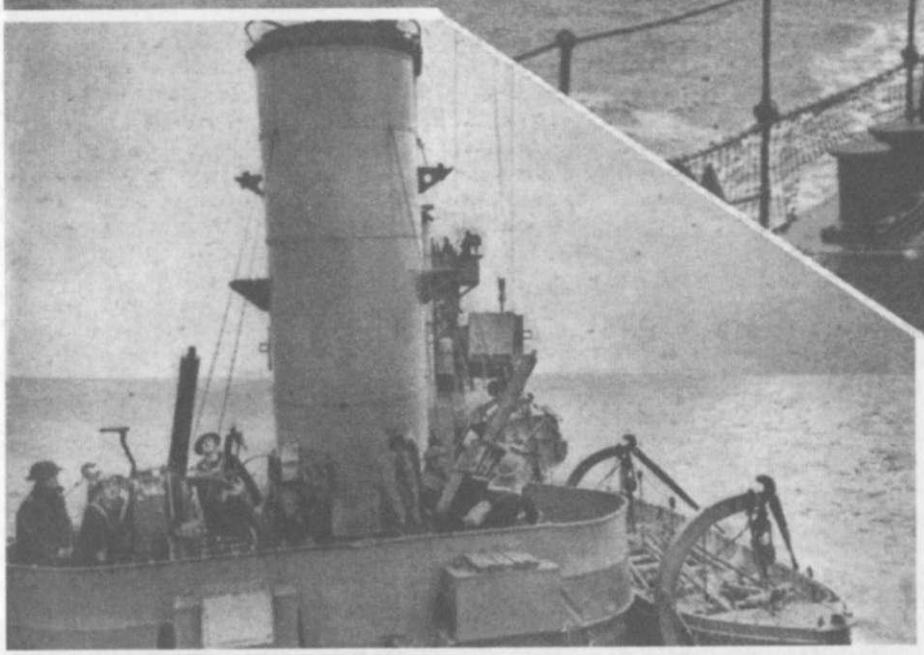
**This unique photograph, exclusive to THE WAR ILLUSTRATED, is perhaps the most striking pictorial record of naval activity that has yet been published. It was taken from the deck of a liner forming part of a convoy in the English Channel after a U-boat had been seen approaching it. The submarine has dived again, but one of the escorting destroyers has just dropped a depth charge—note the ring of foam astern—on the spot where the periscope was last seen. As the charge explodes a great column of spray rises above the sea, and later oil appears on the surface, a sure sign that the charge has found its mark. The ship's boat in the foreground is swung out ready for immediate lowering.**

*Photo, Associated Press*

# The Famous Dover Patrol Carries On



Above, ships of the Dover Patrol are seen at sea keeping the ceaseless vigil that makes the Straits of Dover safe for all Allied shipping.



**The Dover Patrol today has to be on the alert against air as well as submarine attacks. Here crews of anti-aircraft guns are at their stations on one of the patrolling destroyers.**

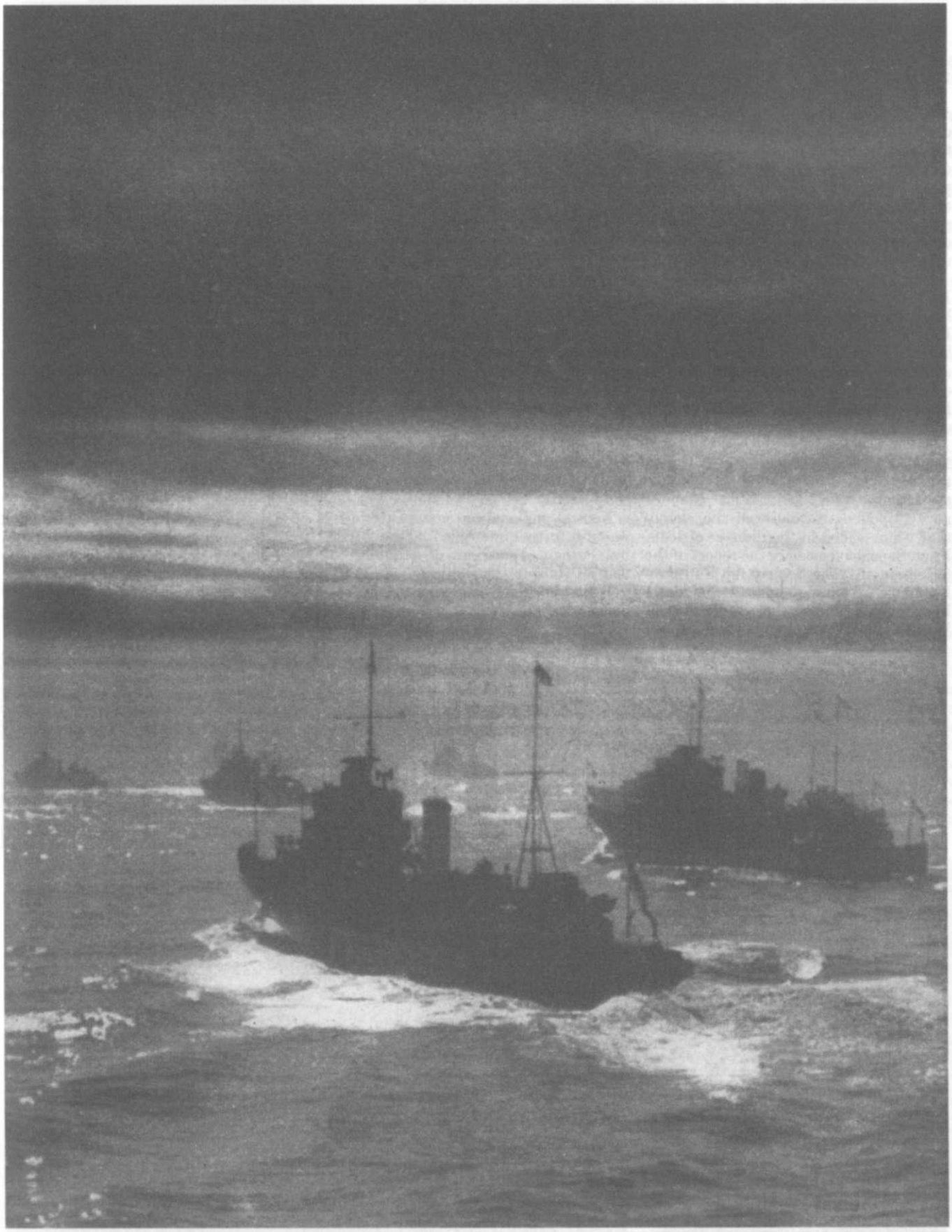
*Photos, Central Press*

THE Straits of Dover give the easiest access to the Seven Seas for all the countries of Northern Europe, and the shortest sea routes from England to France are those from Dover and Folkestone to Calais and Boulogne. On these grounds it is clear that the guarding of the narrow seas is one of the Royal Navy's most important duties in time of war, and immediately on the outbreak of war the Dover Patrol came into full activity once again. Between 1914 and 1918 it did work of the utmost importance to the nation, and by their valour, endurance and resource, the men who manned its ships gained immortal fame and wrote a golden page in the history of the Royal Navy. When the naval history of this war comes to be written it will be seen that the men of the Royal Navy today have not fallen short in zeal, efficiency and bravery of those who in the last war put to their credit two of the most remarkable exploits in naval history—the raids on the German bases at Ostend and Zeebrugge.

**To carry the mechanized B.E.F. to France ships of many types have been pressed into service, among them the Channel ferry-boats that carried goods-wagons to France before the war. This one, seen as it sets out from an English port on the Kent coast, has a load of Army lorries on board. The first Channel ferry was operated in December 1916.**

*Photo, Associated Press*

# The U-Boat Hunt Starts at Dawn



This photograph was taken at a British destroyer base just as the sun was rising. It shows the small ships putting to sea on their daily hunt for U-boats, a duty which, as Mr. Winston Churchill has said, they perform "with zeal and not without relish." By the end of October 16 enemy submarines were stated to have been sunk, while four others were believed to have been destroyed or seriously damaged. The largest British destroyers are the Tribal class, each of which is named after some native tribe such as Afridi and Bedouin. They are vessels of 1,850 tons.

*Photo, Keystone*

# Hitler Doomed to Failure Where Napoleon Failed

**Now that Britain has been elevated by the Nazi spokesmen into the position of the "villain of the piece" we may expect an intensification of the German blockade. Already, indeed, Hitler is threatening to attempt what Napoleon tried—and failed to do.**

HELD at bay on the west by the impregnable wall of the Maginot Line, manned by the armies of France and Britain, feeling day by day the pincers closing on the vital supplies of his people, Hitler now threatens and plans an intensification of the blockade of Britain on a stupendous scale. More still, a great system of counter-blockade is contemplated by which she is to be cut off entirely from the markets of Europe.

But Napoleon tried that 130 years ago. In 1806, when he was at the height of his power, and of all the countries of Europe only Britain stood out against him, he forbade all trade between Britain and the Continent. Despite all his efforts British goods were smuggled in, however, because, though he was master on land, Britain was mistress of the seas.

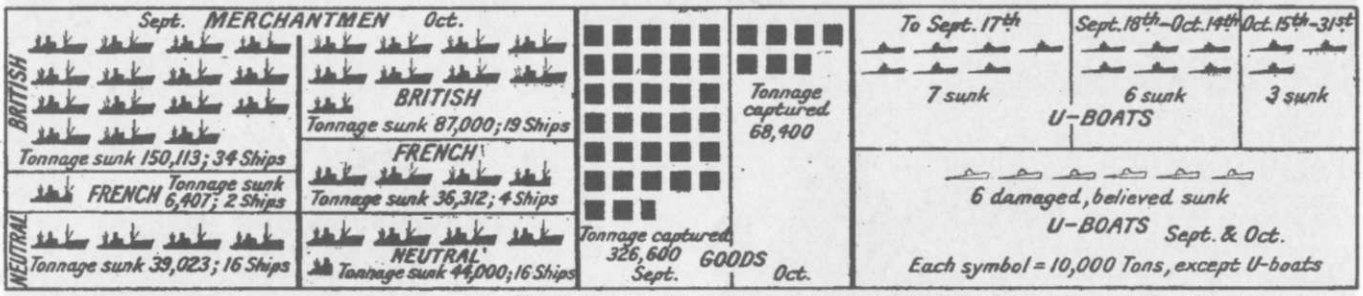
Hitler is said to be a close student of Napoleon's story; if so, he would seem to have finished his reading at 1806, for the scheme which he and his satellites now propound resembles all too closely that which ended in the disaster of 1812. From Copenhagen comes the report of the formation of "The Society for European Economic Planning and Large Scale Economics," under the leadership of Werner Daitz, an associate of Alfred Rosenberg, principal originator of the myth of Nazism. The task of the society is said to be the production of a 4-year plan involving not only Germany and Soviet Russia, but almost all the neutral States on their borders, with a view to the diversion of all trade from Great Britain either to Germany or to neutral countries. In return for this subordination of their national economics to Germany's wartime needs, the neutrals would be offered special transit and industrial facilities.

Both in the Scandinavian countries and in the Balkans there was scathing criticism of the scheme, and there were more protests at the further suggestion that Germany was about to try to compel all Scandinavian ships to use the Kiel Canal on voyages from the Baltic to the North Sea—the object being, of course, to facilitate the seizure of all cargoes which the German authorities might consider to be contraband.

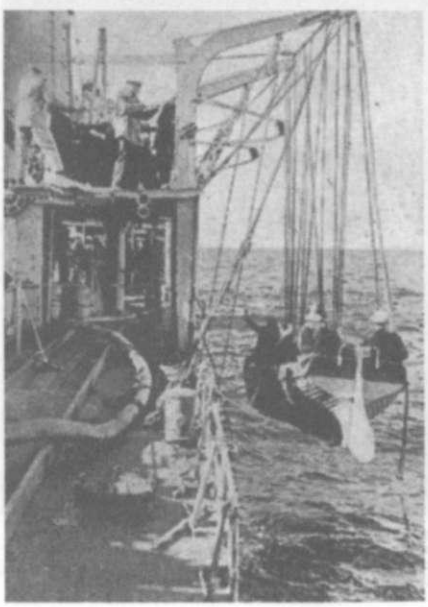
Neutral indignation against Germany was still further intensified by the sinking by German submarines of a number of neutral ships in the Baltic.

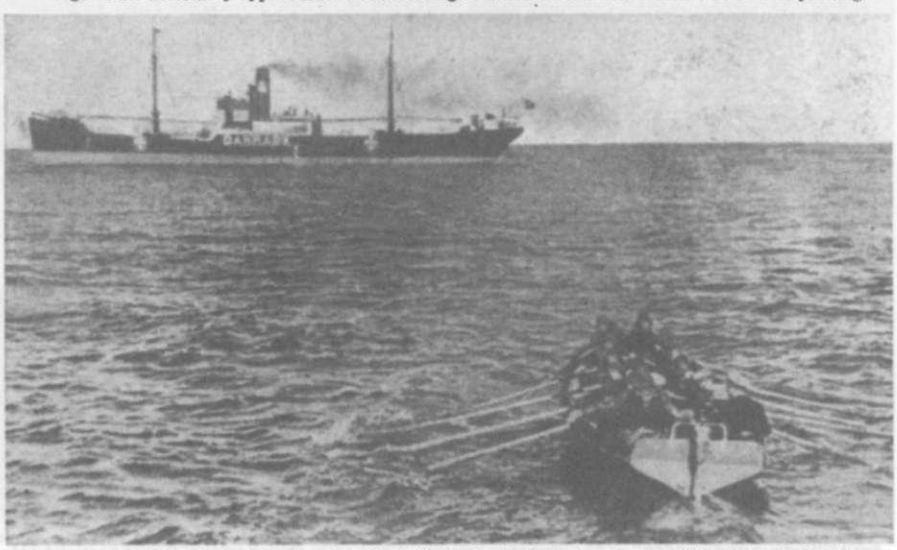
While the regimentation of the neutrals hangs fire Germany's warfare on the high seas continues at high pressure. In the first two months of the war, the German High Command have proudly claimed, the Nazi U-boats sank 115 ships of a total tonnage of 475,321 tons. This figure, however, is undoubtedly an exaggeration, as British official statistics give the total losses of merchant vessels during September and October as 91 vessels of a gross tonnage of 364,210. Of these 53 were British, 6 French and 32 neutral (8 Swedish, 7 Norwegian, 7 Finnish, 1 Danish, 1 Dutch, 1 Soviet, 2 Belgian, 4 Greek and 1 Rumanian).

The total British tonnage lost in the two months—236,843—should be compared with the 17,891,134 gross tonnage of steamships and motor ships possessed by Great Britain and Ireland in July 1939. A little calculation will show how long it would take to wipe out Britain's Mercantile Marine at the rate of sinking which has hitherto prevailed, and which, incidentally, is now on the decrease. Furthermore, in the same two months of war 61,500 tons of German shipping were captured and, even more important, new ships of a total tonnage of 104,000 went down the slipways in British shipyards. Well may Mr. Churchill say that "at this rate it will take a long time to starve us out."




Figures are necessarily approximate and according to latest information available at time of printing.





**As the diagram above shows, the Nazi U-boats have taken heavy toll of neutral ships. The two lower photographs were taken from a German patrol ship at work off the coast of Denmark when a Danish ship had been stopped to be searched for contraband. Left, the boat is being lowered, and, right, it is being rowed towards the neutral ship.** *Photos, Wide World*

# The Russian Riddle is Still an Enigma

**Russia's words and deeds have changed the face and destinies of Europe in the few weeks since war began. Yet still the motives of the Kremlin's policy are obscured by an ideological camouflage.**

**M. Molotov has been prominent in the public affairs of Soviet Russia since 1917. He succeeded M. Litvinoff as Commissar of Foreign Affairs on May 3, 1939.**
*Photo, Planet News*

"A RIDDLE wrapped in mystery inside an enigma"—that is how Mr. Winston Churchill has described Russia's policy in the war. "But perhaps," he went on, "there is a key. That key is national interest."

Certainly Soviet Russia would seem to have done very well during the first phase. With a loss to the Red army of only 731 killed and 1,862 wounded—these are the Russian official figures—she occupied nearly half Poland, and then, by a vigorously directed diplomatic onslaught backed by a substantial show of force, brought the Baltic States within her sphere of influence, and unfolded similar designs on Finland.

What next? Stalin had reopened Russia's gateway on to Western Europe, and it was confidently expected in Nazi circles that in return for the support which Germany had granted the Soviet both in the matter of Poland and of the Baltic States, Russia would now fling her weight into the struggle against the Western Democracies. When it was announced that M. Molotov, the Soviet Prime Minister and Commissar for Foreign Affairs, was about to give a declaration on Russian policy to the Council of the Soviet Union, Berlin expressed the confident belief that the week would be one of "decisive importance" to Germany.

Molotov's speech, however, delivered on October 31, must have considerably dashed Nazi hopes. There had been talk of Russia supplying 2,000 aeroplanes to aid Hitler's offensive in the West, but the Commissar's chief point was that Russia was to remain neutral. The Soviet's future aims, he said, were a free hand in international affairs, the continuance of the policy of neutrality, and the cessation of the war. In a most interesting passage he declared that everybody realized that there could be no question of restoring the old Poland, and that it was therefore absurd to continue the present war.

### Those Aggressive Allies!

MOLOTOV even suggested that the Allies, "which but yesterday were declaiming against aggression, are in favour of continuing the war and are opposed to the conclusion of peace. The roles, as you see, are changing." In other words, he held up the Allies as the aggressors against a peace-desiring Germany and Russia! Probably none in the subservient throng who hung on his words thought that but for the Nazi-Soviet Pact of August 23 there would probably never have been a war at all.

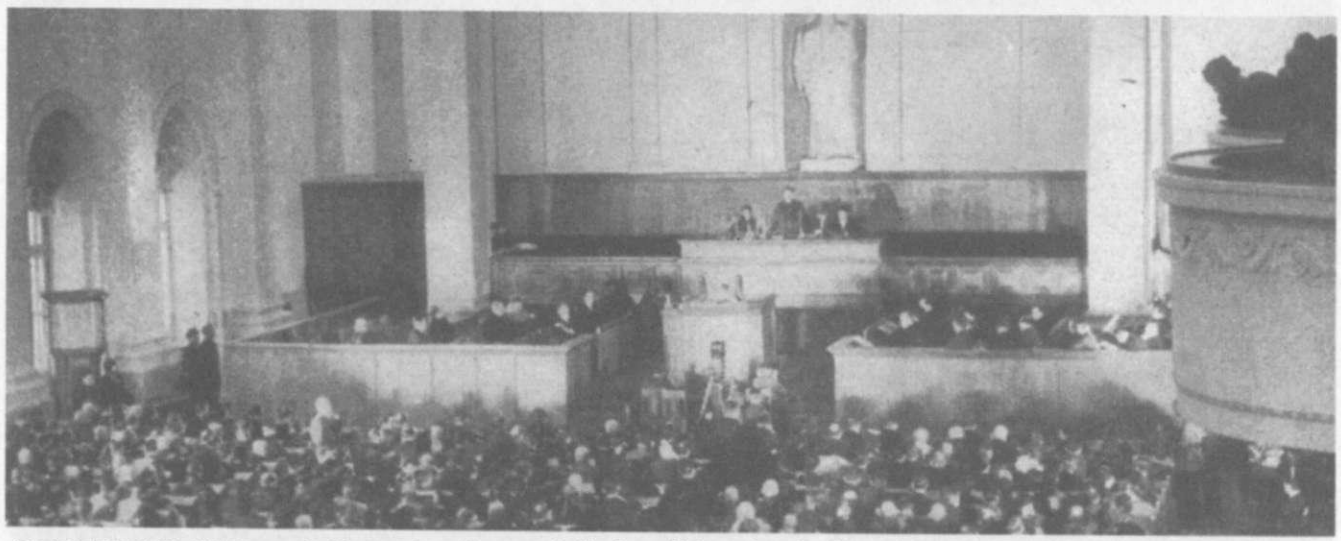
Proceeding, Molotov poured scorn on the declaration of the British Government that Britain's aim in the war was the "destruction of Hitlerism."

"The ruling circles of Great Britain and France" had other and more actual motives for going to war with Germany. "These motives do not lie in any ideology but in their profoundly material interests as mighty colonial powers."

"The imperialist character of this war is obvious to anyone who wants to face realities and does not close his eyes to facts," he proceeded—and then, by a not altogether happy juxtaposition, went on to accuse the Finns of having acted in a way harmful to the cause of peace because they had refused terms dictated to them by Russia!

All this, however, is by the way. What is to the point is the support which Germany may receive from Soviet Russia. Although far from cordial in his expressions of friendship to the Reich, Molotov at least gave ground for believing that Russia is prepared to render such economic aid to Germany as lies within her power. Despite the queues of Muscovites waiting to buy shoes, clothes, milk, and meat, despite the fact that the Soviet is busily engaged in the third of its five-year plans, we may readily believe that the Russian masses will be screwed up to render out of their insufficiency some substantial aid to Germany. Gold, iron ore, oil, wheat and meat—all may be sent to the Reich in considerable quantities.

But there can be nothing more than a liaison between Nazi Germany and Bolshevik Russia. Stalin is a realist, and is careful to retain his freedom of action. If we reject the idea that he has become an imperialist after the pattern of Peter the Great, we are bound to admit that he is still a Bolshevik—and as a Bolshevik he must eagerly look forward to the coming of that day when Germany shall have been weakened to the death by her struggle with internal discontents and foreign foes.



**On October 31 M. Molotov made his speech on the present situation which profoundly disappointed Nazi Germany. It was delivered to the Supreme Soviet Council, which actually meets only to applaud and register the decisions of the Soviet leaders. Above, the Supreme Council, is seen in session. Its meetings are held in one of the rooms of the Kremlin, the old fortress-palace of Moscow. Over the assembly a statue of Lenin, whose body lies just outside, dominates the scene.**
*Photo, Planet News.*

# The War of Machines on the Western Front—

**The photographs in this page and that opposite afford another remarkable proof of the pitch to which mechanization has attained in the armies of today. At the top of this page French armoured cars are seen drawn up by the roadside. They now perform the duties that once fell to cavalry patrols. Immediately above is a scene at a wayside railway station in France. A train has just brought in a number of British troops, and a long line of trucks laden with Bren gun carriers, lorries and cars.**

*Photos, Courtesy of the French Embassy, and British Official: Crown Copyright*

# —Makes Foot-slogging Quite Old-fashioned!

**Over the cobblestones of French villages thousands of lorries such as these have rumbled in the last few weeks while the British Army at the front has been steadily reinforced. This train of lorries is moving off after halting for the men's midday meal. The same tendency that was apparent in the last war to give lorries, guns and tanks names remarkable for their seeming inappropriateness has manifested itself again in this war. Thus the leading car of this column has been named "Alice."**

*Photo, British Official: Crown Copyright*

# WORDS THAT HISTORY WILL REMEMBER

## A Select Record from Week to Week of Important War Declarations and Statements

(Continued from page 274)

### Thursday, October 19

*KING GUSTAV of Sweden and PRESIDENT KALLIO of Finland in broadcasts from the Royal Palace at Stockholm :*

My invitation to this meeting was a duty I had to perform. Sweden's welfare and my warm feelings for the other Northern peoples guided me. Our consultations have confirmed the unity of the Northern Governments. We consider it vital that each of our countries should be able to pursue in absolute independence its traditional policy of impartial neutrality. We appreciate highly the warm-hearted greetings from all the rulers on the American Continent. In maintaining our neutrality we depend on the mutual support and co-operation of all countries with the same policy of neutrality as ours. I know that the Northern peoples unreservedly wish to live at peace with all nations, and are inspired by a mutual will to live as free nations. Therefore my most heartfelt wish is that no one of the Northern countries shall be impeded in the exercise of its right independently to establish a peaceful existence. My dearest wish is that these countries may be able to co-operate to re-establish peace and settle the grave disputes now separating the belligerents. All countries long for peace and security.

*PRESIDENT KALLIO said:*

The Finnish people are grateful for the diplomatic support given by the Northern countries. This evidence of Northern solidarity has not stopped with words, but has found expression in action. The Finnish people know how deeply the Northern countries feel their connexion with Finland at a time when the Great Powers of Europe are at war, and when her Eastern neighbour had raised grave questions for solution by Finland. Trusting in God and their just cause, Finland's peace-loving people will defend their independence and integrity, although we only wish to live in peace in our own country. We hope that our powerful neighbour will respect the treaties which hold explicit stipulations that possible disputes shall be settled peacefully. Finland respects her obligations.

### Tuesday, October 24

*HERR VON RIBBENTROP, German Foreign Minister, in a speech at Danzig :*

. . . Among the whole of world public opinion there is not the slightest doubt that the French people did not want this war and would rather have peace today than tomorrow, but that the war has been imposed on them by Britain by negotiations in Paris and with the French Government.

With regard to Britain, it could be proved beyond all doubt that this war against Germany had been systematically and secretly prepared for years by the present British Government . . .

The British people who, at heart, would like to live in friendship with the German people were by all possible means of propaganda and at the demand of the British Government brought to a state of hatred and panic in regard to Germany.

The aim of the British Government was by this means to bring Great Britain politically and diplomatically to the brink of an unbridgeable gulf with Germany so that it would be possible to unleash the war against Germany at whatever moment appeared most favourable to them.

This had to happen in such a way that there would be no way of retreat left open to the Government in face of its own people. This situation was brought about by Mr. Chamberlain guaranteeing Poland. That this guarantee was only an excuse is clear from the Government's declaration in the House of Commons that it was intended to be directed only against Germany. Not the inviolability of the Polish State but armed assistance against Germany was Britain's concern.

This policy can only be understood as an expression of Britain's unceasing will to furnish herself in all circumstances—and in a not too far future—with an excuse for attacking Germany. The results of this neatly calculated British policy followed according to programme. The Poles fell into an ecstasy of megalomania.

Again the real intentions of Britain's policy were demonstrated. Instead of advising Poland to decide in favour of a still possible settlement with Germany, Britain, as we now know, incited the Poles to aggressive acts against Germany.

Britain, through a statement by her Foreign Minister, Lord Halifax, rejected Signor Mussolini's plan of September 2 for a peaceful settlement of the Polish conflict, which had been accepted by Germany and France. . . .

But the British Government showed its true face and its desire to annihilate the German people when it rejected the magnificent peace offer that the Leader made to Britain before the Reichstag on October 6, and answered it, through the mouth of the Prime Minister, Mr. Chamberlain, with abuse which called forth utter indignation throughout the whole German nation.

The Polish example has proved that it is not good to challenge Germany.

Chamberlain and his accomplices will have their eyes opened and filled with tears in due course. There will come a time, perhaps, when they will have leisure enough to contemplate whether it was good policy to reject Germany's hand of peace.

*His Highness the MAHARAJA OF BIKANIR at a Durbar in honour of his 59th birthday :*

We are fighting to resist aggression whether directed against ourselves or others, to break the bondage of fear daily encroaching upon the world. And we must not forget that should Hitler win this war all talk of freedom and democracy for India will vanish like thin smoke, and brute force and the doctrine that might is right will reign supreme. . .

It is my profound conviction that in these troublous times when everything is so much subjected to revolutionary changes and upheavals the great Empire over which his Imperial Majesty reigns offers the one stable element, the firm rock on which a peaceful world order could be raised, the one institution in which under a beneficent spirit of peace human effort in every direction could find its fullest realization.

### Wednesday, October 25

*Mr. ANTHONY EDEN, Secretary of State for Dominion Affairs, in a broadcast :*

. . . The war has been in progress less than two months, but already Herr Hitler has lost the initiative. The aggressor's early advantage is spent. The road to the east is blocked by Russia or barred by Turkey. In the west every week that passes adds to the strength of the free democracies. With fast gathering momentum we swing into our stride. German attacks by air upon our Fleet, or upon our merchantmen, have failed utterly in their purpose. By comparison with the last War the submarine has proved to be an indecisive weapon, while the percentage of losses among German U-boats has been infinitely higher. . . . The much heralded German offensive in the west still hangs fire, while winter closes in, a winter no doubt difficult for all, but infinitely to be dreaded by Germany. In all this there is encouragement for the final victory, nor has any one of us in any part of the British Commonwealth a doubt of the ultimate outcome. Strain and stresses there must be, and even moments of deep anxiety, but the issue cannot be in question. . . .

Every war is fought on two fronts. An army in the field depends on the spirit of the nation at home. The home front is not only a source of material supplies, but of spiritual inspiration. Our democracy is alive and active. That is a healthy sign. It is going to help us to win. But if this spirit is to be maintained and strengthened it is essential that we should be fully conscious of what we are fighting against, and what we are fighting for. This war has been thrust upon us and upon the world by the German Government's flagrant breaches of faith and by the German Chancellor's obsession that his will must prevail at all costs. Even so, we are not fighting against one man, nor for any given frontier, but in support of a principle. That principle is good faith between peoples, and without it there can be no peace. Nazi leaders are loud in their declarations that this war was thrust upon them. The evidence is against them, the documents have been published, the world can judge.

We believe that, when we have won through to the end, a heavy responsibility, which will also be an unrivalled opportunity, will fall to the Allied Powers. It will be our task then to give practical expression to the innermost feelings of men and women in all lands where servitude has not starved or frozen them. Those feelings are for a closer European unity and a wider world understanding, for an international order that shall be respected, for religious toleration, for the denial and not the worship of an aggressive nationalism, for liberty, security, and peace. The task will be arduous, the struggle hard fought, but if we will keep the aim steadfastly before us we cannot fail, for that aim is the aim of the better part of mankind.

### Thursday, October 26

*Mr. CHAMBERLAIN in the House of Commons :*

I do not propose to waste the time of the House by commenting on the many details of this performance [Herr Ribbentrop's speech at Danzig]. No one in this country will be deceived by its distortions of the truth, and there is already abundant evidence that Herr von Ribbentrop has been no more successful in his attempt to mislead impartial observers in other parts of the world. Indeed I even cherish the hope that despite all suppressions and falsifications there are still some in Germany itself who see where the real truth lies.

The main thesis of the speech is that it was England and not Germany who desired and plotted for war. The whole world knows that this is not true. The whole world knows that no Government ever sought more ardently to avoid war or took greater risks to preserve peace than did the Government of this country. We have already published with complete frankness all the essential documents relating to the causes of the war. We are content to be judged by the facts and to know that the verdict of the great majority of neutral observers is in our favour.

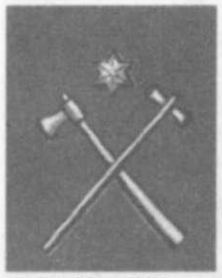
# How to Tell Non-commissioned Ranks of the Forces

## Petty Officers of the Royal Navy

Petty Officer

Petty Officer Telegraphist

Regulating Petty Officer


Chief Petty Officer Artisan

Chief Stoker and Stoker Petty Officer

Leading Seaman

Chief Petty Officer cap badge

In page 282 the distinguishing badges of officers of the Royal Navy, Army and Royal Air Force, and of naval warrant officers, are given. Here we show the badges of R.N. petty officers, and of warrant and non-commissioned officers in the other two services. The great mechanical developments that have taken place in the equipment of the Navy, the Army and the Air Force have given rise to a number of new badges that indicate in what particular work the man who wears them specializes, irrespective of rank. These will be given later. The badges in this page show standing in seniority as well as special duties. Petty officers in the Royal Navy are the equivalent of the senior N.C.O.s in the Army and are generally accounted to be the backbone of the Service.

Petty Officer cap badge

## Warrant Officers and N.C.O.s of the Army

Regimental Corporal-Major (Household Cavalry), Conductor (Royal Army Ordnance Corps), and 1st Class Staff Sergeant-Major

1st Class Master Gunner

2nd Class Master Gunner

Bandmaster

All other Warrant Officers 1st Class

Master Gunner 3rd Class

Quartermaster-Sergeants ranking as Warrant Officers

All other 2nd Class Warrant Officers

Staff Sergeant

Sergeant; Corporal or Bombardier (centre); Lance Corporal or Lance Bombardier (bottom)

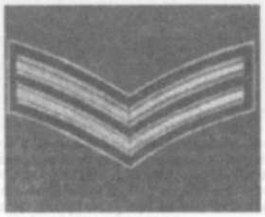
All the badges in the above two lines are of warrant officers, with the exception of those in the last square (Sgt., Cpl., and L. Cpl.). In the cavalry some of the non-commissioned officers are differently named. In the Household Cavalry a Staff Sergeant is Corporal of Horse and in other cavalry regiments Squadron Corporal-Major. Warrant officers hold a warrant of appointment as distinct from a commission. In the Army, like commissioned officers, they wear Sam Browne belts. Warrant officers in the Navy (who rank with subalterns in the Army) wear cocked hats, frock coats and swords when in full dress.

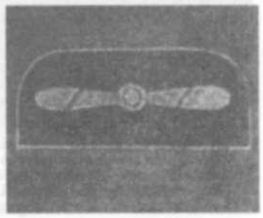
## Warrant Officers and N.C.O.'s of the Royal Air Force

Warrant Officers

Flight Sergeant

Sergeant


Corporal


Leading Aircraftman

# Dramatic Story of Strasbourg's Great Exodus:

**The Place Kléber, named after one of Napoleon's generals who was born in Strasbourg, is seen above, left, as it was before the war and, right, as it was after the evacuation, empty except for Army lorries. The tower of the cathedral is noticeable in both photographs.**

REPUBLIQUE FRANCAISE

ORDRE D'ÉVACUATION

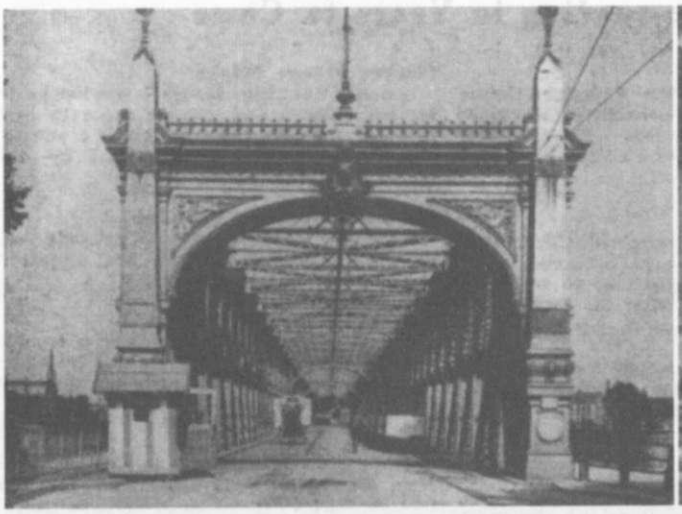
THINK of a city as big as Cardiff, much greater than Aberdeen, half as big again as Derby, from which the entire population of some 220,000 souls has been evacuated. Its thronging streets, its splendid historic square, its great railway terminus, its superbly towered Gothic cathedral, its ancient university, its once crowded quays, its numerous picturesque buildings, all echoless and deserted, left to the care of some mobile guards and a few civic officials, and to the flocks of pigeons which used to be as great an attraction to the visitor as those of Trafalgar Square or the Piazza San Marco! The only sounds of life are the whir of the wheels of the elderly guardians as they cycle on their rounds!

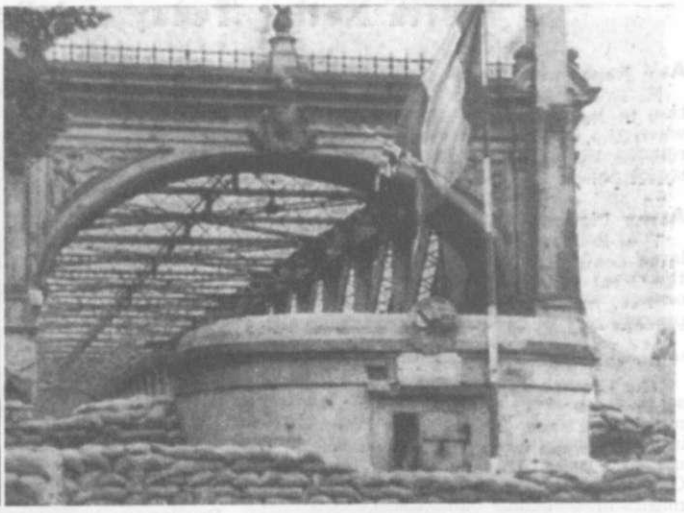
Strasbourg offers one of the most dramatic and emotional pictures of the War. It is France's nearest town of importance to the Rhine frontier, for the Kehl bridge which connects its suburb with the German bank of the Rhine is only two miles distant. Like the famous bridge between Tarascon and Beaucaire which is said to "divide" the two towns, the Kehl bridge now divides France and Germany. Its roadway has been dismantled and at either end strongly armed forces

**Left above is the evacuation order that was posted throughout Strasbourg, and it gives instructions to the inhabitants of each ward of the city to leave their homes immediately. They are to take with them food for several days, to provide the means of transport, including vehicles and horses that have been requisitioned, and to take with them all animals and non-perishable food. In the two lower photographs the results of the evacuation are seen. Left, a street along which one of the last of the evacuees drives a cart carrying his household goods. Right is one of the city's squares of which pigeons and a Garde Mobile are now the only occupants.**

*Photos, E.N.A. and Courtesy of the French Embassy*

# Historic City of France Emptied of 220,000 Souls

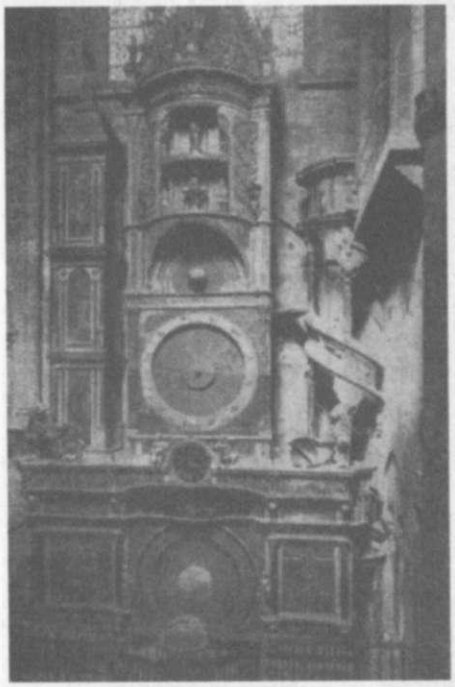


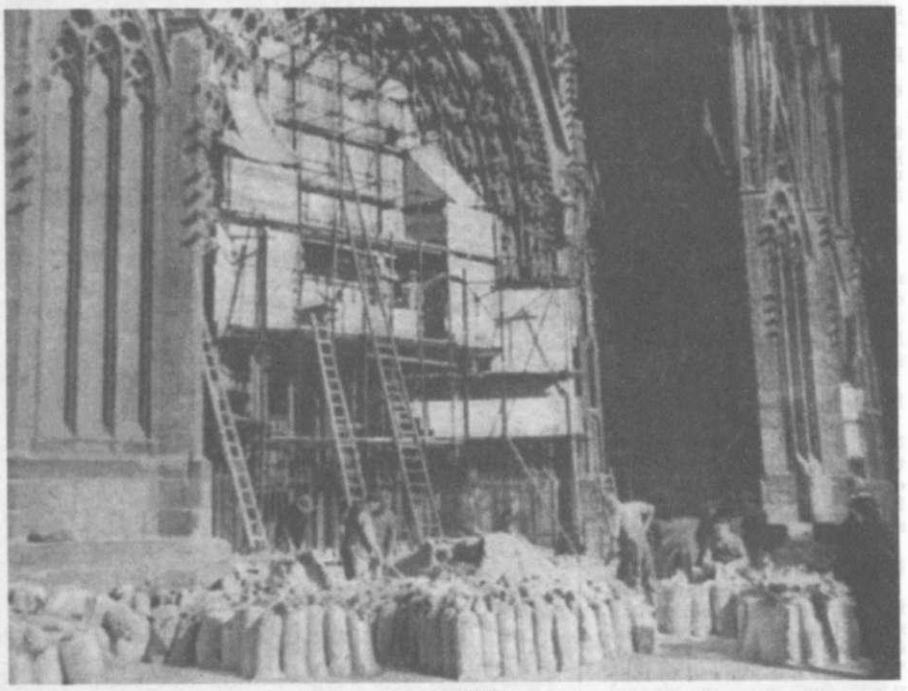


The Kehl bridge across the Rhine, so called because it is on the road to Kehl, the nearest German town to the Rhine which here forms the frontier between France and Germany, is seen above. Left is the fine and impressive structure as it was in peacetime from the French end, while right is the bridge from the same viewpoint with the approach heavily sandbagged and guarded by a concrete blockhouse. Below is the once busy square in front of Strasbourg railway station, now completely deserted except for two Gardes Mobiles.

maintain a constant vigil. Here is the real stuff of drama and we are fortunate —thanks to the co-operation of the French Embassy—to be able to offer our readers these views of Strasbourg before and after evacuation.

The inhabitants scattered over France in temporary shelters have here the assurance that neither damage from the enemy action, nor from robbers or evil-doers has befallen their homes . . . despite foul lies circulated by Nazi wireless. When comes the final day of victory for the Allies it is to be hoped that the antique beauty of Strasbourg may have survived to cheer its returning townsfolk.





One of the wonders of Strasbourg is the astronomical clock in the south transept of the Minster, seen left. It was constructed in 1838-42 to replace one made in 1574. In the new clock some of the decorative paintings of the old clock have been used. When the clock strikes it attracts crowds of sightseers. The hours are struck on a bell by an angel while the twelve Apostles appear around the clock. The greatest care has been taken to avoid damage to the interior decorations. Protective sandbags have been used and the more delicate work is protected by a covering of plaster. Right, the protective work is seen in progress.

*Photos, E.N.A. and Courtesy of the French Embassy*

# ODD FACTS ABOUT THE WAR

## Worth Noting Today and Re-reading in Years to Come

**Any Repayment ?**
M. Tanner, member of the Finnish delegation to Moscow, saved Stalin's life in 1905 when the latter was a young revolutionary refugee, by protecting him from the Russian secret police.

**Army Pigeons**
The Belgian army has at its disposal a large contingent of carrier pigeons. During the Great War the birds rendered invaluable service, and it is possible that militarized pigeons may be needed again in emergency.

**" As the Twig is Bent . . ."**
The German High Command has ordered schoolteachers to educate children on more militaristic lines. The chemistry course must include lessons on chemical warfare and the use of gases. History lessons must stress German military achievements ; mathematics must include ballistics.

**U-Boat Commander Apologized**
When a German submarine stopped the French steamer " Vermont " by shell fire, the commander, having seen the crew safely transferred to their boats, explained : " It is not my fault I have to do this, but war is war. I am sorry."

**Bulgarian Beechnuts for Germany**
Germany will take unlimited quantities of beechnuts, which are rich in vegetable oil. So Bulgarian schoolchildren were given a week's holiday to gather them for export.

**Slovak Reserve Army**
All male Slovaks who are over 16 years of age are required to join the Hlinka Guard, thus forming a reserve army. They are to receive a thorough military training.

**New Source of Cellulose**
A company has been formed in Germany for the production of cellulose from potato tops. This is to be used in the paper industry.

**Goebbels Closed Down**
French machine-gunners trained their guns on a German propaganda loud-speaker mounted on a car near the front line—and silenced it.

**Mobilizing Fishwives**
The Ministry of Supply requires hundreds of thousands of nets to use in the camouflage of guns, buildings, etc., and has appealed to fishing villages for help.

**More Revision of Frontiers?**
German booksellers have been ordered to hand over to the Nazi Government all maps of France, Belgium and Holland which they have in stock.

**Dogs Welcome**
British dog-lovers are posting on their gates copies of a notice issued by the National Canine Defence League : " You are not allowed to take your dog into an air-raid shelter, but both you and your canine friend are welcome here when a warning is given."

**Future Monarch ?**
The successor to the Prussian throne recognized by the Hohenzollerns is Prince Louis Ferdinand, a grandson of the ex-Kaiser and born in 1907. He is now a flight-lieutenant in the German Air Force.

**Musical Guides**
Members of the Remscheid (Rheinland) Philharmonic Orchestra have offered, as an inducement to timid patrons, to see them home in the black-out after the concerts.

**England the Enemy**
Loud-speakers the whole length of the Rhine front broadcast incessantly that Germany does not want to fight against France.

**Ban on Religion**
In the parts of Poland annexed by Stalin, Russian is being introduced as the main language. The teaching of religion in the schools is forbidden.

**Grain for Germany**
Russia has agreed to supply the Nazis with 1,000,000 tons of grain and cereals, delivery to be completed in two months.

**" Hitler Calendar " in Yugoslavia**
The " Hitler Calendar of Aggression," compiled by " The Times," was translated and circulated by a Yugoslav periodical, " Vidici." It met with great success, but German threats have caused " Vidici " to be suppressed.

**Mickey Mouse Masks**
Special " Mickey Mouse " gas-masks in various colours and having separate eye-pieces and a little nose are being made for small children who are repelled by the ordinary ones.

**Food Problems at the Zoo**
Penguins, who normally will eat only fish, are being fobbed off with raw meat dipped in cod-liver oil.

**Another Source of Nerves**
German children are getting into trouble because they have discovered that by blowing down the spout of a water-can they can imitate an air-raid siren.

**Poland's Gold Reserve**
The £15,000,000 brought by devious ways from the vaults of a Warsaw bank to Paris will be kept by the Polish Government to form a reserve for a restored Polish currency in the reconstituted Poland.

**Keeping Up Their Spirits**
The consumption of alcohol in Germany has risen 150 per cent since Hitler came into power.

**Natural A.R.P. Shelters**
The caves at Blackheath, which were closed in 1853, have been reopened by order of Greenwich Borough Council, who are considering their use as air-raid shelters.

**Bags of Bags**
An order for 500,000,000 sandbags has been placed with the Indian Jute Mills Association by the British Government.

**Kultur for Poland**
By request of Goebbels, a party of German poets has been touring the Polish provinces, beginning at Danzig.

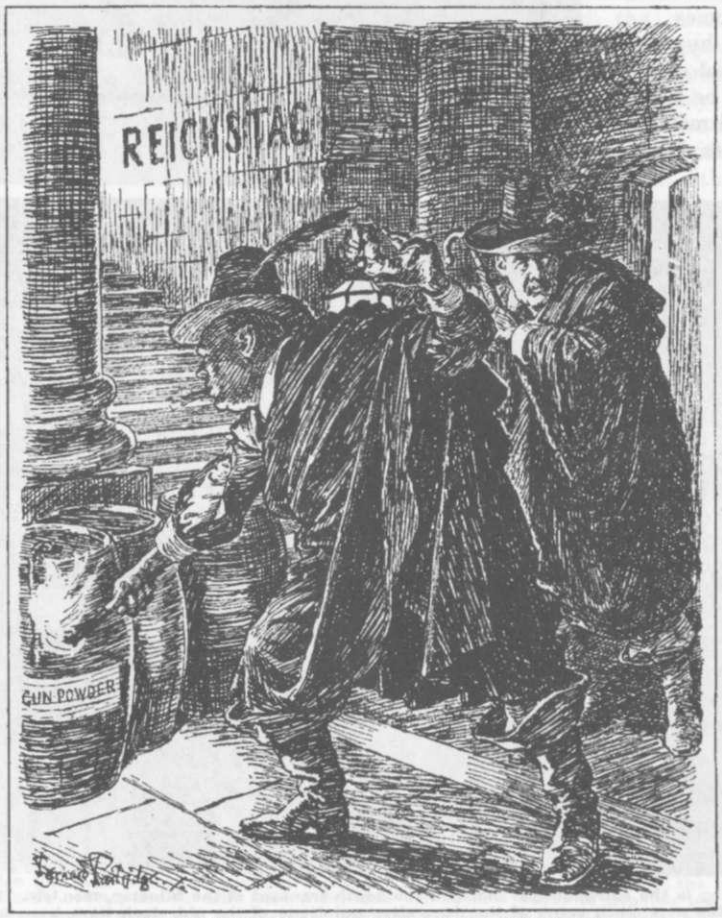
**The Right Spirit**
Owing to the need for economy, Hackney Borough had to sack a number of its paid A.R.P. wardens. But more than half those dismissed returned to work on a voluntary basis.

**Devastated Warsaw**
According to Dr. Otto, German Mayor of Warsaw, over one-third of the houses have been completely destroyed, and one-fifth badly damaged. Artillery was chiefly responsible for the destruction.

**Charlemagne Evacuated**
Treasures of Aachen Cathedral, near the Western Front, which have been removed into the interior, include the remains of Charlemagne, who died in 814.

**Poison Pens**
Germany has caused leaflets to be distributed in Italy repeating the lie that poison gas was supplied by Britain to the Poles.

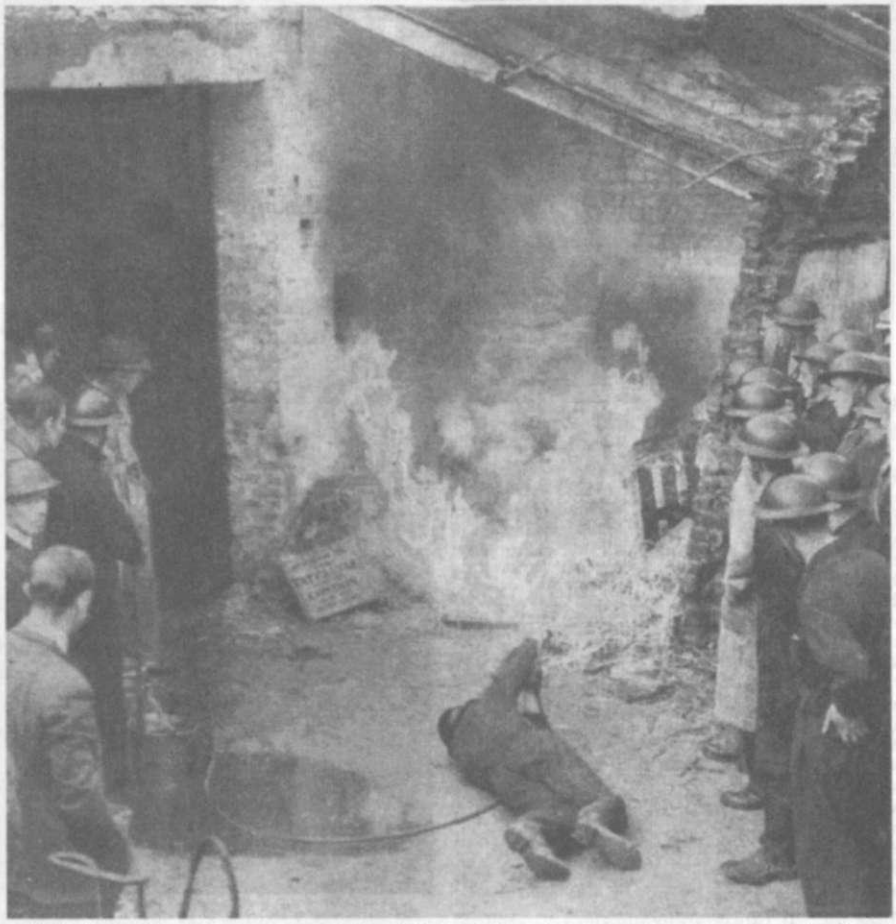
**Nazis in Embryo**
The winter programme for members of the Hitler Youth includes musketry practice for all boys of 16–18.




**MR. PUNCH'S NAZI PROPAGANDA LEAFLETS**
**No. 1.—How the Great War Plot against Germany began: February 27, 1933**
*From the cartoon by Sir Bernard Partridge. By permission of the Proprietors of " Punch "*

# Training to Fight Enemy Fire-Makers

The Auxiliary Fire Service has undergone intensive training, and on October 29 a rehearsal of the duties they would have to perform during an air raid took place, in which 1,500 men with 300 pumps were engaged. Above, left, some of the pumps are seen in action at Barking Creek. Right, an Auxiliary Fireman is rolling up hose after the rehearsal.
*Photos, Fox and G.P.U.*



With the great pressure of water produced by the modern fire pumps there is a strong tendency for the nozzle to be forced upward and it takes two men to direct the jet. These two firemen (left) are playing on a derelict cottage at Sudbury which is blazing fiercely. Right, the staff of a London firm are being shown how to deal with an incendiary bomb.
*Photos, Keystone and Associated Press*

# BEHIND THE SCENES IN NAZI PRISON CAMPS

No more terrible record of human depravity and brutality can be imagined than that given in the Government White Paper (CMD 6120): "Papers Concerning the Treatment of German Nationals in Germany, 1938-39," selections from which follow.

SINCE the National Socialist Party attained to power in Germany there have been frequent reports of atrocities committed in the concentration camps—reports so terrible that many people refused to believe that human nature, even when stimulated by political passions of the grossest kind, could descend to such levels of cruel behaviour. That the stories were only too true, however, is evidenced by the documents now given to the world.

Here, to begin with, is an account by Mr. R. T. Smallbones, His Majesty's Consul-General at Frankfort-on-Main, of the experiences of a Jew, a well-educated man, who was arrested by the secret police during the anti-Jewish manifestations in November 1938 and taken to the Buchenwald camp, near Weimar.

***"In Germany there is Happiness and Beauty."—ADOLF HITLER***

*Cartoon by Zec, by courtesy of the "Daily Mirror."*

On arrival they were driven with kicks and blows into a wire enclosure. (This was charged with an electric current and many were badly burnt who tried to escape. This comes from other sources.) They were then addressed by the commander of the camp, who told them what he thought about the Jews. Then every man had his hair cropped and his moustache clipped off. They had great sport with the rabbis whose religious tenets do not allow them to have their beards touched with the scissors. . . .

The camp at Buchenwald was at that time under construction and this added to the discomforts. No water was laid on and there were no latrines. The prisoners were given no water to drink the first day and never any water for washing. (My friend above referred to went for sixteen days without washing except when he collected some rain water.) On the second day my informant was given a drink of hot water, flavoured to represent coffee, and some bread. The prisoners by then were half crazy with thirst and hunger.

During the first night guards came in and picked out men at random and took them outside to be flogged. Fixed on the ground were two footplates to which the man's feet were strapped. He was then bent over a pole and his head was secured between two horizontal bars. Men were given up to fifty strokes, except in the case of promiscuous flogging inflicted for sport, and each guard was only allowed to inflict ten lashes lest his strength gave out. (Flogging was ordered for trifling offences such as not jumping to attention quickly or not obeying an order. A rabbi was flogged because he refused to sign his name on the Sabbath. He was then threatened with a second flogging. His spirit was too weak and he signed.) Some died stretched between the poles. Those who survived were kicked back into the shed. In the daytime the floggings took place in public as a warning to the others. Some went mad. They were then chained up and a sack tied round their heads to stifle their shouts.

"In present-day Germany," stated a former prisoner, "no word strikes greater terror in people's hearts than the name of Buchenwald." With good reason.

Even slight offences—drinking some water during working hours—were punished by the S.S. with loss of midday meal and with having to stand to attention for four hours during the short "free period" normally allowed on Sundays. But the main punishment was the lash. A public flogging was given for minor offences, for instance, if a prisoner was caught smoking at work. At the end of the afternoon roll-call, the numbers of the prisoners sentenced to be flogged were read out—there would be several every day—and the men were led out and bound fast to the whipping-block. The usual punishment, twenty-five strokes with a raw hide whip on the buttocks, was carried out by two hefty S.S. guards, taking turns with the whip. A third S.S. man held the victim's jaws together to stifle any cries. Some of the older prisoners, unable to work fast, were flogged in this inhuman way for laziness. After the flogging the victim was made to take down his trousers and display his bloody stripes to an S.S. man, whose business it was to judge whether the lash had been strongly enough laid on . . .

Another punishment was that known as "tree-binding," and the guards showed great inventiveness in developing the possibilities of this torture. If only a slight offence had been committed, the prisoners would be bound to the tree in such a way that they stood facing it, and as if embracing it, their hands pinioned together. The straps that bound them would be pulled so tight that they could barely move. The guards would now play "merry-go-round" with them, that is, they would force them to make their way round and round the tree. If they could not move quickly enough it was usual to help them by kicking their ankles.

FOR the Jews arrested in south and west Germany, Dachau Camp was the place of concentration. Writes Consul-General Carvell of Munich to Lord Halifax (Jan. 5, 1939):

Apparently the first day of captivity was one of indescribable horror, since no released prisoner has been able or willing to speak about it.

On entering the camp every prisoner had his head shaved, and was given a coarse linen prison suit with a "Star of David" stamped in yellow upon it. It seems that no other clothing was provided, even after the onset of extreme winter weather. Underclothing could, however, be bought at the canteen at a price. Two hundred to 300 persons were crowded together in huts originally built for sixty to eighty persons. Some prisoners appear to have slept on the bare boards, but most had straw. At first each person had only one thin blanket, but now some have two. The food is of the roughest kind, and the Jews receive only half the quantities allowed to the Aryan prisoners. Six persons eat out of the same dish.

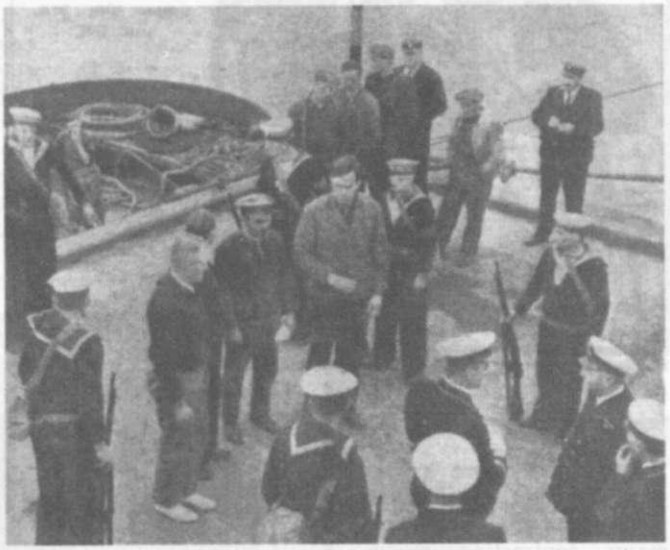
To quote the introduction to the British White Paper, "under the present regime the conditions in Germany itself are reminiscent of the darkest ages in the history of man."

**An attempt was made by the Nazi Government to prove that their treatment of the Jews was fair. Professor Landra, head of the Race-Politics Department of the Italian Government, was invited to visit the concentration camp at Sachsenhausen. He is seen above inspecting a number of Jewish prisoners selected from those who showed no marks of their ill-treatment. Each one wears the six-pointed Star of David to show that he is a Jew.**

*Photo, International Graphic Press*

# Britain's First Bag of Prisoners of War

The crews of a captured German tanker and cargo steamer are seen above being landed at a Scottish port. Right, the captured crew of a U-boat forced to the surface by depth charges are brought ashore.
*Photos, Associated Press, Topical and G.P.U.*



The final destination of all German prisoners of war is a military prison such as that seen in the photographs left and above. In the first, prisoners are at exercise in an enclosure fenced with barbed wire and watched by an armed guard. Above, they are at work building sandbag defences against air raiders from their own country.

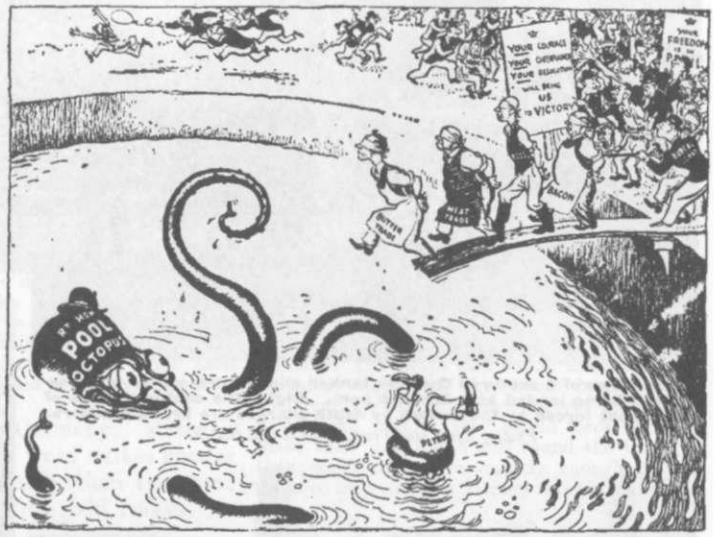
The German airman here seen escorted by an officer with an armed guard at a railway terminus was the first Nazi air officer to be brought to London.

MANY of the German prisoners have been astonished at the conditions in Britain—so different from what they had been led to expect. The "Evening Standard" relates the following concerning the capture of the first Nazi airmen in Britain. "One young pilot officer clearly believed in the efficacy of his Fuehrer's promised 'Blitzkrieg.' 'Take good care how you handle me,' he said. . . . 'There will be a rescue party over for me in about a month, and what happens to you then will depend on the way you treat me now.' During the journey to prison camp he passed a number of artillery units on the march. On arrival he was given a large and satisfying dinner. He could remain silent no longer. 'I cannot understand it,' he said. 'At home they told us that you were defenceless and starving on account of our U-boat blockade. And here you are living like pigs in clover.'"

# Cartoon Commentary on the Conflict

**Modern Diplomacy** *From the "New York Daily News"*

**Earlier selections of current cartoons have appeared in pages 128, 214 and 248.**

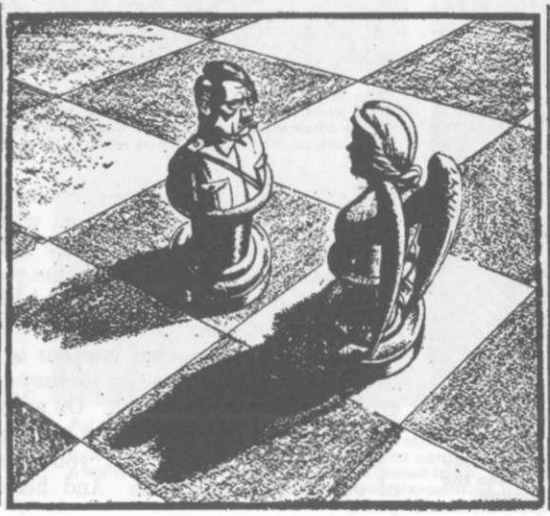



**Feeding Time** *From the "Daily Mail"*

HERE are more graphic comments on the European situation. They show many contrasting moods, from the grim indictment of "The Harvest of the Moselle" to Low's brilliant "Interminable Overture" and the typically British guying of our own Government shown in "Feeding Time" by Illingworth.

**Interminable Overture** *From "The Evening Standard"*

**Below: Left, The All-Metal Model—from the "Melbourne Argus"; centre, "Still Your Move, Adolf"—from the "Daily Mirror"; right, "The Harvest of the Moselle"—from "De Groene Amsterdammer."**



# We Saw the First Air-Raid at Rosyth

Here we print a vivid, unpublished account of the bombing of British cruisers during the first air-raid on Britain written by Mr. A. Neilson, an ex-member of the R.A.F. See also the photograph in p. 297.

On Monday, October 16, at 2.30 p.m., my wife and I chanced to be travelling slowly along a coast road on the Firth of Forth, at a point exactly opposite two cruisers, "Edinburgh" and the "Southampton."

Suddenly there was a loud cracking noise which seemed to be within the car, and which I immediately diagnosed as a broken ball-race. Again! But this time the cracking noise was a few hundred yards away and easily recognizable as machine-gun fire. I stopped the car and jumped out just in time to see a great volume of water shoot up within a few yards of one of the cruisers. "Air Raid!" I called. "Come out quick!"

The attacker had gone, but presently the cruisers started loosing their shells to a height of about 6,000 feet. Up among the white puffs of smoke my wife spotted something. "Look, there he is!" As she spoke the machine banked and came down in a fast dive from the west. Down, down he came, until directly over the Forth Bridge he released two large bombs whose course we were able to follow until they plunged into the river within a few yards of one of the cruisers.

Several times this happened, and of the bombs which were dropped I should say more than one was as near as 30 yards from one or other of the cruisers. Certainly a lucky day for them. Right behind us in a wood an anti-aircraft battery blazed away, and as we were not more than 400 yards from the cruisers the noise was terrific, and all about us we could hear quite distinctly the orders given on the ships' loud-speakers.

As we were on rising ground and looking down on the scene we had a perfect view of the whole affair. My wife was a bit afraid to begin with, but I insisted that we were tremendously fortunate to get such a view and that we might never have such an opportunity again. I may say it was fairly obvious she was satisfied on this point – but not just in the way I intended her to be. I continued to reassure her, however, and pointed out that there was not a chance in a million of a bomb dropping near us as the marksmanship was far too good for that. The danger of shrapnel dropping on us was slight as we were too close to the guns. One large piece did, however, land within 50 yards of my car. What I did not tell her and what I dared not think about was my secret fear of what would have happened to us if one of the bombs had made a lucky hit where the raider was aiming. . . .

It was a most thrilling experience which I should not have missed for a great deal.

# They Were Shot Down in the Lammermoors

A German aeroplane, attempting reconnaissance in the Firth of Forth area on October 28, 1939, was intercepted by British fighters and forced down—the first to crash on British soil. Here are first-hand impressions, reprinted from the "Observer" and the "News Chronicle," of this dramatic encounter.

Scottish country folk, and particularly the 600 inhabitants of Humbie, saw British fighters chase the German 'plane which tried hard to shake them off. They saw a display of aerobatics which held them spellbound, and finally the German machine forced to earth.

Over one hundred people gathered on a high piece of ground to watch the grim contest. One of them stated: "The 'plane was brought down about two miles away. It came down on a hillside, struck a stone wall, and even then the pilot would not give up. He tried to get the machine into the air again, and ran along the ground for about half a mile before he had to stop.

"In the air it was a fine sight. British 'planes chased the raider for several miles, and the way they looped and turned and twisted in the air as the German tried to get away was marvellous."

Another eye-witness said that a German

When the first Nazi aeroplane was brought down on British soil near Dalkeith on the morning of October 28, two of the crew were killed and the pilot was wounded, only the observer, Lieut. Rolf Niehoff, seen above left, escaping all injury. Right is a close-up view of the ammunition strewn amongst the heather. The raider is seen also in page 289 and other photographs appear in page 296.

*Photos, Associated Press and British Paramount News*

'plane came very low over the houses at Humbie.

"I heard machine-gun fire and saw a 'plane streak across the sky with British fighters in close pursuit," he added.

"The enemy 'plane was forced down and taxied across a field and then went up again very low and made for the Lammermoor Hills, where he was again forced down. The 'plane went through a wall, and then taxied along the heather and crashed into the hillside."

And the verdict of the British experts was: "A fine achievement in the circumstances."

When the machine came to a halt the pilot was assisted out by his navigator, the only uninjured member of the crew.

A policeman appeared shortly afterwards, and the pilot, speaking good English, said: "We surrender as prisoners of war. Please see to my gunners in the back of the aircraft."

But both gunners were dead.

The German pilot and his companion were taken as prisoners to Edinburgh.

**Some of the 225 survivors of the liner "Yorkshire" after they had been rescued, being fed on board the American steamer "Independence Hall."**
*Photo, Keystone*

# We Watched a Duel in British Skies

On October 30, 1939, a Nazi aeroplane flew over a town on the North-East coast, just as people were going to business. A British pursuit 'plane engaged it, and the ensuing fight is vividly described below by some eye-witnesses in "The Daily Telegraph."

An A.R.P. storekeeper told with graphic detail how the machines engaged in combat.

"I saw a big black machine," he said; "it would not be any higher than 200 ft. and was about a hundred yards away from us. Then a smaller 'plane loomed in sight.

"The machines were so close to me that I saw the machine-gunner in the second 'plane rise in his seat as he fired a number of rounds.

"The first 'plane, up to this point, appeared to be unaware of the fact that he was being pursued, but immediately the first round was fired from the British machine the Nazi darted off at a tangent in a northern direction."

A milkman said he was going his rounds when he saw the first 'plane pass over, but he could not identify it.

"It had hardly passed over," he said, "when another 'plane came in sight. I could see the Swastika plainly because it was flying dangerously low and the roar of the engine was deafening.

"The machine was extremely lucky not to strike some of the higher buildings of the town, then it made off seawards and narrowly escaped striking the cliffs.

"Smoke could be seen belching from the machine as it made off in a northerly direction, and this at first led to the belief that the machine had crashed. However, it appears to have got away."

A graphic account of how a German 'plane, apparently the same as that over the coast a few minutes later, flew down to within about 30 ft. of a motor-bus at a spot in Northumberland was given by the only passenger in the bus.

"I had been up in the country for the week-end, and was returning in the bus," he said.

"About 8.25 a.m. I saw a large black 'plane flying very low towards us. The conductor and driver thought at first that it was a British 'plane, but I was in the Naval Air Service in the last war and believed myself that it was a German type.

"The 'plane eventually came down to within 30 ft. of us, and I could plainly see the black crosses on the underside of the wings. I thought the machine was going to land, but it followed the bus and circled overhead for about three minutes.

"At one time I thought the crew were going to open fire on us. I could see the pilot examining the bus, and it seemed to me as though he was trying to get his bearings from the destination board.

"Nothing happened, however, and eventually the machine turned and flew away. As soon as possible I reported the matter to the police."

Mr. William Dudgeon, a farmer, said, "When the 'planes passed my farm they were going towards the coast and about 200 yards apart. I saw smoke coming from the second 'plane, which I took to be a German machine.

"The engine seemed to splutter, but the machine kept going on. There was no machine-gun fire when they passed me."

The German 'plane flew so low that it nearly struck high buildings at another coast town and narrowly missed the telegraph wires. It then made off seawards and smoke was seen coming from it. People thought it would crash into the sea, but when they reached vantage points they could see no trace of it.

# Stars and Stripes Went to the Rescue

On October 21, 1939, the United States ship, "Independence Hall," steamed into Bordeaux harbour crowded with the 300 people rescued from the British liners "Yorkshire" and "City of Mandalay," which had been torpedoed almost simultaneously. Poignant stories of the sinking as told by eye-witnesses are here reprinted from "The Daily Telegraph," "Surrey Comet," and Reuters.

Captain Mackenzie, commander of the "Independence Hall," said:

"I heard the S O S from the 'Yorkshire,' and raced to the position given just in time to see the 'City of Mandalay' apparently standing by to help the 'Yorkshire.' But suddenly the 'City of Mandalay' herself broke in two and sank.

"It took only nine minutes for the 'City of Mandalay' to sink, but the 'Yorkshire' took forty-five minutes to sink.

"The captain of the U-boat came close and, speaking English, thanked me for saving the survivors. Then the U-boat disappeared."

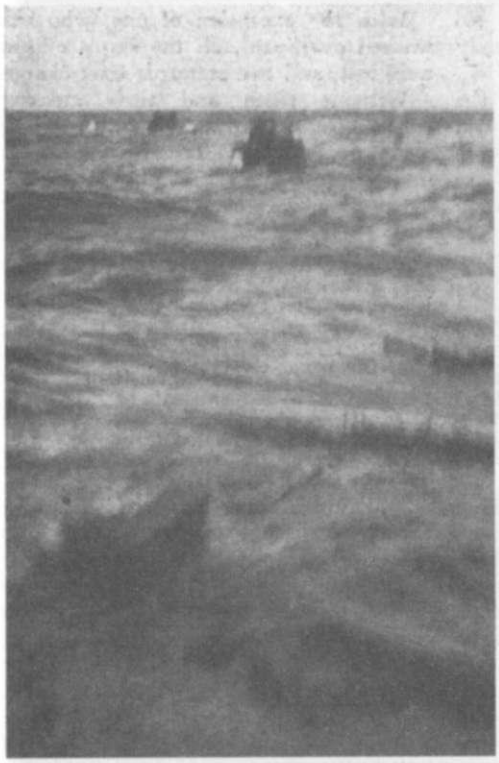
Two American passengers on the "Independence Hall," Mr. R. Philipps and Mr. Jack Thomas, describing rescues from the "City of Mandalay," said:

"We were off the coast of Portugal when the steamer received an S O S from the 'Yorkshire,' which had just been sunk by a German submarine. The 'Independence Hall' went to the scene of the disaster as soon as possible, but on the way at 4 p.m. a second message was received, this time from the 'City of Mandalay,' announcing that she also was sinking. When we approached the 'City of Mandalay' a terrible spectacle confronted us. We saw the doomed steamer sink into the sea. There were four small boats packed to breaking-point. Men were swimming, and we heard the cries of children rise from the scene. Two lifeboats from the sinking ship were full of water, and the passengers were barely able to keep afloat. An expectant mother was among those rescued, but her husband was lost.

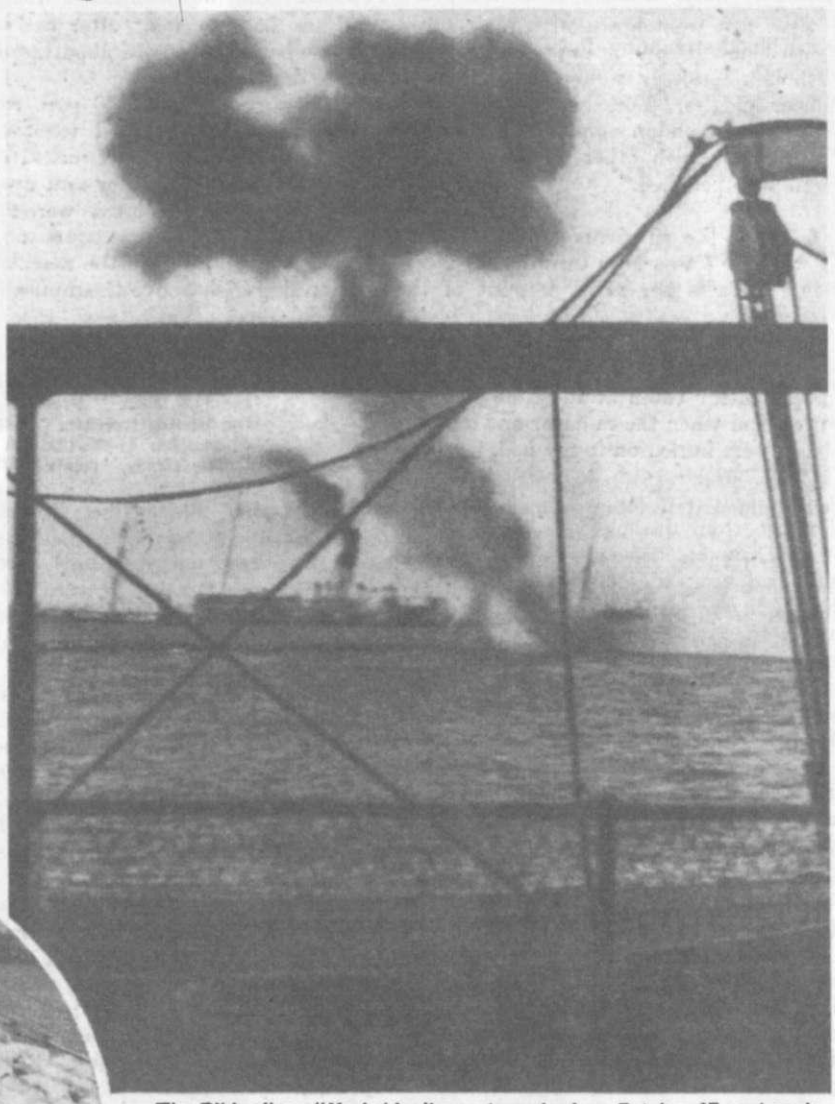
"A weeping mother sought disconsolately for her missing children. A man hoisted himself aboard holding carefully a small bundle, containing his six-months-old baby, whose mother was lost.

I WAS THERE!

# War Once More Against Women and Children



A swirl of water and floating wreckage marked the spot where the Bibby liner "Yorkshire" made her last plunge.



The Bibby liner "Yorkshire" was torpedoed on October 17, and sank within 14 minutes. Among her passengers were the wives and children of many soldiers returning from the East. Above is the "Yorkshire" just after the torpedo had struck, when a cloud of smoke ascended to the sky.

When the "Yorkshire" was sunk many lives were saved by the life belts in the use of which all the passengers had been instructed. Above, those used by the survivors of the "Yorkshire" are drying on the deck of the American steamer "Independence Hall."

The "Independence Hall" previous to picking up the survivors of the "Yorkshire" had saved 75 passengers of the "City of Mandalay." All those she rescued were landed at a French port and some of them are seen (right) coming ashore wrapped in blankets.

*Photos, Keystone, Associated Press and Planet News*

## I WAS THERE!

"The officers of the British ships were sublime. Only two of them escaped; all the rest went down with their ships. With blood streaming down his face and although seriously wounded, the second officer of the 'Yorkshire' coolly gave orders to abandon ship. He continued at his post with other members of the crew who perished."

AMONG the survivors of the "Yorkshire" was Miss Crowder, of Molesey. Here is her vivid account of the experience.

"The attack took place at three-thirty in the afternoon," she said. "I was asleep in my cabin at the time and was awakened when the radiator and a wash-basin were hurled on to my bed.

"The first torpedo had struck us. It was immediately followed by two others. The din from the explosion was terrific—unbelievable. Seven minutes later the ship had sunk and for seven and a half hours, in an open boat, we were tossed about in a violent sea, for most of the time in the dark.

"We had all given up hope long before we saw the lights of the 'Independence Hall.'

"The most harrowing thing about it all was to see people whom you were unable to help. All the lifeboats on the starboard side were out of use, either destroyed by fire, or smashed by the concussion, and the result was that the portside boats were terribly overcrowded.

"The one I was in was built to take seventeen; there were fifty-two of us in it, and it was a terrible thing to see people clinging to bits of wreckage, or floundering in the water, begging in vain to be taken aboard.

"And there were other terrible things. One woman in our boat had lost her four children. She was demented with grief and we had to look after and try to console her as we tossed about hopelessly in the darkness."

It became dark at 5.30 p.m. and the seven lifeboats were tied together and from then until they were picked up five and a half hours later they sent up a flare every half-hour. High seas were running and one minute the passengers in a boat would look up and see the neighbouring boat riding high above them on a wave; the next, it would be beneath them in a trough.

With the exception of one, who was washed overboard, all the ship's officers were lost, and two stewards took charge.

Without them and their amazing courage, Miss Crowder said, everyone would probably have been drowned. The soldiers, too, were helpful, particularly in keeping people's courage up; they sang "The Lambeth Walk" and when the "Independence Hall" drew near, they struck up "The Yanks are Coming."

# Saved One Crew While Seeking Another

Answering the call of the torpedoed French tanker "Emile Miguet," the U.S. liner "President Harding" came upon two lifeboats of the British freighter "Heronspool," and took aboard 36 victims of another U-boat attack. Below are the stories, reprinted from "The Times," related by the captains of the two vessels concerned.

THE United States liner "President Harding," her flag at half-mast for one of her crew lost overboard, docked in New York on October 21 with 596 passengers, 36 survivors from the torpedoed British freighter "Heronspool," and a crew of 300.

Captain Roberts, of the "President Harding," disclosed that it was only by chance he had been able to rescue the crew of the "Heronspool." At 7.30 p.m. on Friday, the 13th, he received a message from the French tanker "Emile Miguet," that merely said "attacked by submarine." He turned his ship back toward the position given by the tanker, which was 200 miles away. Shortly before midnight he saw lights flashing. Moving toward them he came upon two British lifeboats. Captain Batson, master of the "Heronspool," hailed the "President Harding," asked if she were British or French, and then inquired "May we come aboard?"

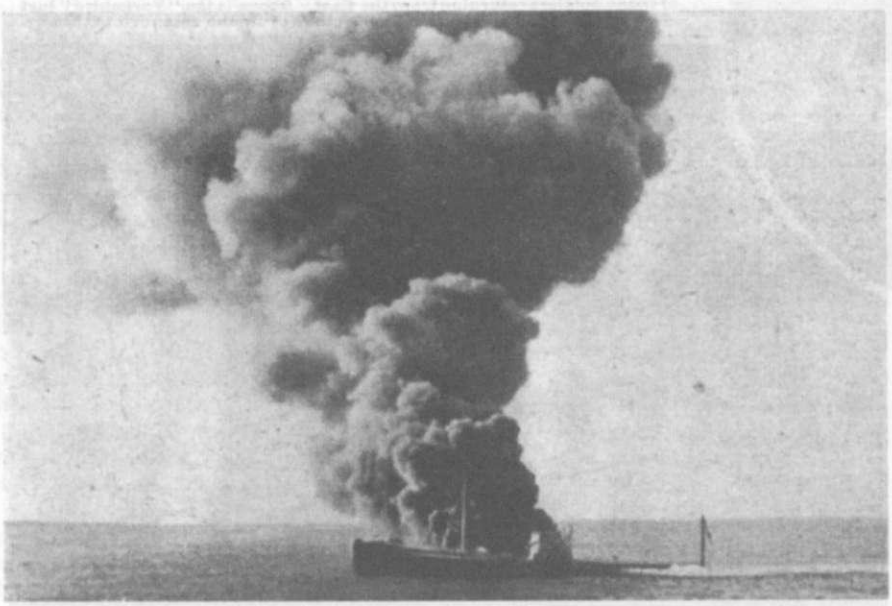
"We took them aboard," Captain Roberts said, "but this was not the crew we were looking for, so we kept on until at daybreak we saw dense clouds of smoke on the horizon. That was the 'Emile Miguet' on fire and with her decks awash. There were two British destroyers near by and we asked them if they had taken on the 'Emile Miguet's' crew, but they said they had seen no signs of them. We circled the ship, saw no signs of life on board, and finally at 8.30 in the morning resumed our course."

Captain Batson, of the "Heronspool," said that at 6 o'clock on Friday evening he saw the "Emile Miguet" being shelled about six miles distant, so he steered away north-eastward. About 8 o'clock they heard an explosion and saw a column of water rise on the starboard beam. Half an hour later the submarine approached and signalled: "What ship?"

"As soon as we could make him out," Captain Batson said, "we fired two shots at him, whereupon he dived. I hauled to the westward for two hours, then zigzagged. About 11 p.m. the submarine appeared in sight nearly aft. We quickly fired two shots at him in succession. He disappeared, but reappeared at midnight and fired a shot which exploded close to our starboard beam. Then we sighted him on the starboard quarter and fired at him. Then he appeared on the port quarter and again we fired."

The submarine submerged again, but soon there was a violent explosion in the forepart of the "Heronspool." She had been torpedoed. Captain Batson continued:

"We then abandoned ship in two lifeboats, and after pulling away for some distance lay to. We saw that the forepart of the ship appeared to have been blown away, and that she was listing to port. The submarine appeared in full view a short distance away 20 minutes later, but seemed not to notice us. We sighted the 'President Harding' about 5.30 a.m., and shortly after that the 'Heronspool' disappeared"

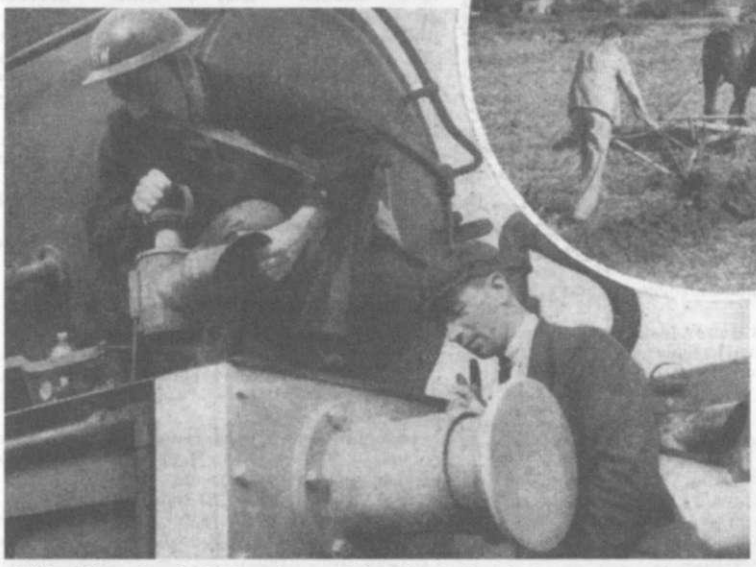


**This photograph was taken from the deck of the "President Harding," which answered the SOS of the French tanker "V. Emile Miguet" after she had been torpedoed and was ablaze. The crew of the French ship had already been rescued before the "President Harding" came on the scene, but the American ship then had on board the crew of the torpedoed British ship "Heronspool."** *Photo, Keystone*

# Mr. Briton'll See It Through

Towards the end of the last war, when petrol was scarce, coal gas carried in a bag on the roof was used as fuel. This private car was one of the first to be adapted to gas in 1939.

The figure of Eros in the centre of Piccadilly, perhaps London's best-known piece of sculpture, was removed to a place of safety in the last war, and also in this war. During the preparations for removal a workman has given Eros his gas-mask "to hold." Left, a new recruit on the farm learns to plough; with his three co-workers he is helping to increase the 1940 harvest.



This driver of an L.M.S. engine combines the duties of his ordinary avocation with that of Head Warden in the locomotive sheds. It is his duty to inspect the sheds for A.R.P. To facilitate the work of shunting with dimmed lights, the buffers of locomotives are painted white. The fireman is touching them up.

Not only air raid precautions but black-out precautions have been taken in London and every other large city. Both are illustrated in the two photographs above. That left shows hurricane lamps used in a London borough to mark the street refuges at night. They are quite invisible from above. Right, the statue of King Charles I, the finest work of its kind in London, is being encased in a wooden framework preparatory to being sandbagged. The statue stands on the south side of Trafalgar Square at the top of Whitehall.

*Photos, Topical, J. H. Foy, Fox & Keystone*

# OUR DIARY OF THE WAR

### *Monday, October 30*

Admiralty announced that a destroyer flotilla was in action with two German bombers south of the Dogger Bank. No damage was done to the ships.

**Nazi reconnaissance 'plane** was seen over the **north-east coast** of England. British fighter aircraft went up, and after a machine-gun duel the Nazi machine vanished out to sea in a cloud of smoke.

**Enemy aircraft** were also reported off the **south-east coast.** British 'planes went up to investigate, but did not make contact.

Paris reported activity by contact units on the whole front and local activity by artillery. French chaser and reconnaissance aircraft were intensely active.

Air Ministry announced that R.A.F. machines had made extensive reconnaissances of aerodromes in North Germany. All 'planes save one returned safely.

Crew of the British steamer "Malabar," sunk by a U-boat on Sunday, were landed.

Crews of the trawlers "St. Nidan" and "Lynx II," sunk on Friday night by a U-boat, were landed on the Scottish coast by the trawler "Lady Hogarth."

White Paper on the conditions in Nazi concentration camps was issued by the British Government.

### *Tuesday, October 31*

Air Ministry announced the first encounter between British fighters and German bombers over French territory. One of the raiders was shot down.

Paris reported greater artillery activity on both sides. The Germans made use of their heavy guns for the first time, shelling a village eight miles behind the French lines.

M. Molotov, addressing the Supreme Council of the Soviet Union, attacked Britain for waging war on Germany, but reaffirmed the neutrality of the U.S.S.R. He gave details of the **proposals made to Finland** and stated that they had been **refused.**

Important changes were made in the Italian Cabinet, the general result being to strengthen Italy's neutrality.

It was stated that Britain had decided to recognize the Italian occupation of Albania by appointing a consul-general in Tirana.

U.S. steamer "City of Flint" reported to have arrived at Tromsoe, Norway, flying the swastika, and to have left four hours later accompanied by a Norwegian warship.

The Prime Minister of Australia announced the abandonment of the plan for an Australian expeditionary air force in favour of a general reconnaissance squadron for service in and around Great Britain.

### *Wednesday, November 1*

Finnish delegation left Helsinki to return to Moscow.

Paris reported that German heavy artillery in and just behind the Siegfried Line had been **shelling the French fortifications** and villages several miles behind.

R.A.F. aircraft made successful reconnaissance flights over north-west Germany.

Dutch royal decree proclaimed a state of siege in certain municipalities along the frontiers and in military inundation zones.

Two decrees were sanctioned by the Swiss Federal Government which take into account the possibility of invasion of Swiss territory.

Lord Nuffield appointed Director-General of Maintenance in the Air Ministry.

Dominion Ministers and representatives of the Government of India met the Prime Minister and several members of the War Cabinet at the first of a series of conferences on Empire collaboration in wartime.

The Prime Minister of Australia announced decisions to increase the fighting power of the three services.

### *Thursday, November 2*

H.M. the King decorated five men of the R.A.F.

President **Roosevelt's Neutrality Bill** passed by the House of Representatives.

Two German aeroplanes brought down over the Western Front by British aircraft and anti-aircraft guns in conjunction with the French.

Paris reported that French patrols had been active throughout the day between the rivers Blies and Rhine.

## *THE POETS & THE WAR*

### VI

### LONDON

By Ernest Rhys

London, the "Flower of Cities All,"
As old Dunbar once did you call,—
"Rose Royal and Original."

You that have seen beneath your sky
Long lines of men go marching by
To take the field for Liberty.

What sable pall is dropt to-night
Upon the town that shone so bright—
Shops, streets ashine and myriad light?

And they, your peerless women, they
That are your silent soldiery,—
What fate for theirs and them may be?

And we that are your sons of grace,—
This night we bow like one that prays,
For a man must love his mothering place,

And when the war planes hover near,
And the winged harpies swoop and lower,
We love you most, oh! fearless flower!

—*The Sunday Times*

Germans now using shock troops for raids on the French lines.

German envoys to Moscow and Rome, who had been summoned to Berlin, were in consultation with Hitler.

Messages exchanged between Italy and Greece reaffirming their collaboration for peace.

Finnish delegates arrived in Moscow.

### *Friday, November 3*

Third series of talks between Finland and Russia began. A few hours earlier, "Pravda," Russian official organ, made a violent attack upon Finland, which later was broadcast.

**Roosevelt's Neutrality Bill adopted** by U.S. Senate and House of Representatives.

Paris reported a quiet day on the Western Front, with a few encounters between contact units.

Admiralty announced U.S. ship "City of Flint" had been sighted proceeding southwards inside Norwegian territorial waters.

General Smuts, Prime Minister of South Africa, stated that the Union would keep its promise to defend British territories in Africa if they appealed for aid.

Allied Contraband Control organisation have now intercepted and detained over 500,000 tons of contraband suspected of being destined for Germany.

### *Saturday, November 4*

President Roosevelt signed proclamation putting new Neutrality Bill into effect.

Huge new orders of wartime supplies were confirmed by British and French agents, and shipment was to start immediately.

Norwegian Admiralty announced that U.S. steamer **"City of Flint" arrived at Haugesund** on Friday afternoon, accompanied by two Norwegian warships, and anchored there without permission. Whereupon the **German prize crew were interned,** and the ship was now on her way to Glasgow under the American flag.

Paris reported that on both sides light reconnoitring units had been active between the Moselle and the Saar.

French cargo-boat "Baoule" reported to have been sunk in the Atlantic.

Bodies of five German sailors washed ashore in Kent.

### *Sunday, November 5*

"City of Flint" reached Bergen.

German Government lodged a protest in Oslo against the release of the vessel and internment of the prize crew. The protest was rejected.

Finnish-Soviet negotiations continued. The delegates reported to Helsinki, asking for further instructions.

The Western Front remained quiet.

Mr. Churchill, who had gone to Paris on November 2 to discuss the work of the British and French Navies, visited British General Headquarters.

Swedish Government protested against extension of German minefields, which are now within three miles of the Swedish coast.

## *It Is Said That . . .*

There is acute shortage of water in Warsaw; a modicum is supplied to endless queues by German military water-carts.

"The German people do not want war. I don't want it myself. I am only carrying out my duty." (*U-boat Officer.*)

German radio station in Poland opened by telling Poles that Britain's domestic condition was growing "desperate."

Thousands of Storm Troopers are being shot because they revolted against the Soviet-German pact.

Minefields in front of the Siegfried Line are as much an obstacle to advancing Germans as to invading French.

German merchant ships have orders to scuttle themselves rather than be captured by British ships.

Incendiary fires throughout Germany are causing great anxiety, and drastic measures are dealt out to offenders.

"In the present war we have three adversaries—the Germans, the Bolsheviks and the bureaucrats." (G. Ward Price.)

The German army today is stated to be greatly inferior to the Kaiser's splendid fighting machine in 1914.

There is a grave shortage of skilled engineers, machine workers and draughtsmen in German armament factories.

War loot brought back from Poland was exhibited for two days in Berlin's main thoroughfare, Unter den Linden.

German grocers have been ordered to perforate the lids of jam jars before selling, to guard against hoarding.

Gestapo arrested those answering decoy advertisement offering "Second-hand radios capable of receiving all European stations."

German civilians have been told that the recent 50 per cent increase in income tax is an expression of their gratitude to the troops.